

TELEGRAMS.

HONGKONG TELEGRAPH
SERVICE.

THE ARMISTICE

EFFECTIVE LAST SATURDAY.

[From Our Own Correspondent.]

Shanghai, 18th September,
10.45 a.m.

The protocol of armistice between the belligerents in Manchuria was put into execution at noon on Saturday.

The parlementaires of Russia and Japan met in the north of Korea and arranged details.

BARON KOMURA'S ILLNESS.

AN IMPROVEMENT.

[From Our Own Correspondent.]

Shanghai, 18th September,
10.45 a.m.

The illness of Baron Komura, the Japanese peace envoy, is not now so serious.

The change has been decidedly one towards improvement.

CHINESE TRADE COM.
MISSION.PROSPECT OF NEW OPENINGS IN
EASTERN PROVINCES.

[From Our Own Correspondent.]

Shanghai, 18th September,
11.20 a.m.

The Commissioners appointed by the Imperial Chinese Government to conduct investigations as to the prospects of new trade openings in the three Eastern provinces have now completed their duties and their report has been submitted to the Government.

VLADIVOSTOK AS A COM-
MERCIAL PORT.

[From Our Own Correspondent.]

Shanghai, 18th September,
11.20 a.m.

The Chinese Minister at St. Petersburg has been instructed to negotiate with the Russian Government on the subject of the opening of Vladivostok as a commercial port.

KOREA AND JAPAN.

RUSSOPHIL INTRIGUE.

VI YONG IK CASHIERED.

[From Our Own Correspondent.]

Shanghai, 20th September,
10.10 a.m.

Mr. Yi Yong Ik has been cashiered and deprived of the rank of Major-General for going abroad without leave of absence.

He arrived here on the 12th inst. from Lienhsien.

He is supposed to have been conspiring with the Russian Minister to Korea against Japan.

[Yi Yong Ik is the Divali or the Gladstone of Korea. He is the strongest man that Korea has produced, and during troublous times it was to Yi Yong Ik that foreigners appealed. His power, owing to the "expediency" policy of the Emperor, which he openly thwarted, was supreme. Like all men of vast power and ability he had a host of enemies. Shortly after the Chinese-Japanese war he was expelled from Korea, but of course returned with redoubled prestige. The Russian proposal in 1900 that Korea should be governed by, or at least subjected to, the suzerainty of a European power, were effectively nullified, mainly by the granting of the concession to build the Seoul-Fusan railway. Recently, Yi Yong Ik again fell into royal disfavour, which, we may take it, means that his power and influence did not suit the Japanese administrators of the country. He was accordingly, by way of disgrace, appointed to a diplomatic position, but refused to leave his house, which, in odds of the latest reports on Seoul, is described as little less than a fortress. Since then his doings have been shrouded in mystery. The fact seems to be that Yi Yong Ik is a radical, or what would be termed a revolutionary; his ideas of reform are not acceptable to the present generation of Koreans, but his strength in men and money has prevented any open conflict between him and his sovereign. He is, in fact, another Li Hung Chang, and when it is suggested that he can be imprisoned or released it is morally certain that he himself is the arbiter in such cases. He has held every portfolio of importance in Korea, including those of Minister of War, and Minister of the Interior. It may be stated that the Minister of War is, it may be *ex officio*, a general officer in the army—Ed. H.K.T.]

CURZON AND EDUCATION.

SELF-GOVERNMENT FOR INDIA.

[From Our Own Correspondent.]

Singapore, 21st September,
12 noon.

Lord Curzon in his farewell speeches to the Education Department, and to the officers, dwelt on the subject of education as being a most important step towards the gradual spread of self-government throughout the vast Indian Empire.

He described his education reform as the beginning of the Indian renaissance.

NAVAL ARMISTICE

SATISFACTORILY ARRANGED

BY RUSSIA AND JAPAN.

[From Our Own Correspondent.]

Shanghai, 22nd September,
2.30 p.m.

Admiral Shimamura, of the Japanese Navy, and Admiral Jessen, of the Russian Navy, have arranged terms of a naval armistice to the satisfaction of both belligerents.

CHINA AND JAPAN.

THE MANCHURIAN QUESTION.

CHINESE COMMISSIONERS TO INVESTIGATE.

[From Our Own Correspondent.]

Shanghai, 22nd September,
2.30 p.m.

The Chinese Government is apprehensive of the demands of Japan in regard to Manchuria, and has ordered commissioners to thoroughly investigate the subject.

HONGKONG JUDGES' INDUSTRY.

[From Our Own Correspondent.]

Shanghai, 22nd September,
2.30 p.m.

MR. JUSTICE WISE WORKS ON SUNDAY.

An interesting case in which a bakery was concerned came before the Justice Judge, Mr. A. G. Wise in Summary Jurisdiction Hall, Wing Chung Lee sued Fan King Tsung and another, the alleged partners in the firm of Chun Wo, bakers, formerly at 3 Peel Street, in the sum of \$71.60, being the balance due by the bakery to the plaintiffs on account. The plaintiffs claimed, in the alternative that the defendants were due the same sum as the balance of the price of goods which had been bargained for and sold by the plaintiffs to the bakery.

Mr. R. Harding, of Ewens, Harston and Harding, appeared for the plaintiff; Mr. Dixon of Mr. John Hastings represented the defendants.

Mr. Dixon asked for a postponement of the trial on the ground that he had only received particulars of the case on Friday last. As to the alternative claim of goods sold and delivered, no goods had ever been delivered. It was a pure gambling transaction.

Mr. Harding said the alternative claim was that the goods had been bargained for and sold.

His Lordship.—What is your reason for desiring a postponement?

Mr. Dixon.—I only received the particulars on Friday.

His Lordship.—And this is Tuesday.

Mr. Dixon.—Well, my Lord, Saturday afternoon is a holiday, and then there is Sunday in between.

His Lordship.—What about that? I work on Sunday. I read all my criminal cases on Sunday. It is true they weren't long, but I read them on Sunday.

Mr. Dixon pleaded that his clients had not had time to go over the accounts.

His Lordship.—The case must go on. You've had heaps of time. We're getting very close to the vacation now—I mean the annual vacation.

The manager of the plaintiff firm gave evidence. In cross-examination he was asked:

Is not your firm engaged in speculative gambling transactions on the price of flour? My business is one of the biggest in Hongkong. We don't gamble.

Aren't the amounts charged due in respect of differences in the price of flour? Some of them.

You are dealing in gambling in flour? They bought flour from them? I don't remember. I used to get my flour direct from Portland.

The witness was called upon to produce his books. He spread out on the table a bundle wrapped in a gorgeous Joseph's-coat coloured handkerchief.

His Lordship.—Put away that thing. Put it in your pocket.

The witness looked aggrieved and did not obey the mandate of the Court. The bandana remained in all its glory on the witness-stand.

His Honour Mr. A. G. Wise gave judgment for the first defendant, who had relied from the partnership, with costs, and judgment against the second defendant with costs.

DODWELL v. MOSS:

[From Our Own Correspondent.]

Shanghai, 22nd September,
2.30 p.m.

In the Supreme Court at Shanghai Mr. A. S. Wilson (Messrs. Stokes, Platt and Teesdale), representing the plaintiff, has moved the Court that the defendant be ordered to furnish further particulars as to the stipulations mentioned in paragraph 3 of the amended answer. He asked that the defendant should be ordered to file particulars of such stipulations referred to. The plaintiff had no knowledge of such stipulations, contained in the original contract, and at the trial they might be confronted with certain evidence which they might be unable to rebut.

In reply to his Lordship, Mr. Wilson said the defendant was not present in Court, but a few moments previously Counsel had seen defendant's solicitor and told him of his intended motion. The defendant's solicitor gave him no information beyond telling him to apply for further particulars if he liked.

His Lordship said that if the defendant's solicitor had said there were no further stipulations beyond those mentioned in the contract referred to, the plaintiff would have known where they were, but would be at a loss if the stipulations were some other matter outside the contract. He thought the plaintiff were entitled to have their application granted, and would order that the plaintiff be given by the defendant within eight days further particulars as to certain stipulations entered into by the plaintiff, and defendant, and referred to in paragraph 3 of the amended answer.

A CURIOUS CASE:

MARRIAGE LAW OF CHINA.

[From Our Own Correspondent.]

Shanghai, 22nd September,
2.30 p.m.

Before Mr. F. A. Hazland this afternoon, Olafur Neves, signalman at Green Island, surrendered to his bail to take his trial on the charge of unlawfully harbouring a Chinese woman, named Mu Li Kwai, married to the complainant according to the marriage laws of China, and who had left the protection of her husband.—Mr. P. W. Goldring of Messrs. Bruton, Hart and Goldring appeared for the defence, and Inspector Langley prosecuted on behalf of the police.

Sang Song, complainant, said that his wife left him in March, and he only learned that

she was with defendant on the 1st inst., when he saw them at the Harbour Master's office. Defendant frequently used to go to the house of witness's mother-in-law, and his wife used to be there every day. [Hearaw, defendant here sometimes.]

His Worship.—How do you know your wife and defendant have been living together?

Mr. Goldring.—It is not disputed that they lived together after the 3rd of June last when they were married according to the Roman Catholic rites.

Witness, concluding, said his mother-in-law knew of the existence of the document which proved her daughter to be his wife.

Mr. Goldring.—I do not acknowledge that she is witness's mother-in-law as we don't admit anything but that she is defendant's wife.

His Worship.—Call her the woman's mother.

Witness.—Yes, the woman's mother knew of the document.

Cross-examined by Mr. Goldring, witness said he desired sending the woman out on the 18th of February to obtain money from defendant, or to borrow money at all. He did not know whether the woman went to the convent when she left him. During the month of March he never threatened to kill the woman. He did not know why the woman ran away; she had no reason. She did not complain of anything. Witness remonstrated with her in a friendly way for her friendship with defendant. Between the month of March and the 1st of September he tried to find his wife. He reported the matter to the Registrar-General; on the 18th of February he made that report to Mr. Brewin saying that the woman and the defendant had been very friendly for a long time. Mr. Brewin told him to go home and inquiries would be made. A week later he went to see Mr. Brewin with the woman and she denied that she was friendly with defendant. On the 4th March she went to Mr. Brewin again, but witness did not know what passed as he was outside the room. There was no other woman living with him on that day his wife came in the bridal chair. The woman was 16 years old when he married her. There was no fuss with her relatives. He first heard that his wife was in a convent in May, when he saw her walking with a number of sisters. After the day he saw her walking with the sisters he went to the Registrar-General; that was three months afterwards. In May he saw the Registrar-General who told him to find out who was supporting the woman in the convent and let him know. He did not know whether that was in the beginning of the month of the end—it was All Soul's day—that is all I know." Between the 13th May and 1st September he was unable to discover anything about the woman's supporters. He dared not go to the convent to inquire. He suspected the defendant. He knew the latter was employed at the Sanitary Board, and he reported him to his chief as being with his wife. That was before she left him.

Mr. Goldring.—After she left you did you make any inquiries?

Don't fence with my question, but answer it, Yes or no.—I could not make any other inquiries. Witness contending said he was a policeman, but was dismissed because he was asleep on duty while he was walking.

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Witness, concluding, said

A NOTABLE HISTORY OF CHINA.

MR. ARCHIBALD LITTLE'S LATEST BOOK.

The daily newspaper, with its corps of newspapermen having representatives all over the world, was correspondent, special writers and impressionist journalists, has to a very great extent outlived the modern historian from his particular field. Within the last thirty years we will go back to the days of the Franco-German war—the methods of the newspapers at home and abroad have revolutionised the art of writing history. The old leisurely way of gathering up the threads, calmly dissecting cause and effect, and finally pronouncing a well-digested opinion has been crushed on the head by the ready writer. Freeman's *History of the Crimean War* came out long after the war itself; yet it was hailed as a volume of absorbing interest by the general mass of the people; by all those, in fact, who did not read the *Times*. Innumerable volumes have appeared since the Boer War; in almost every country, its trade is mainly impossible to travel either from Bangkok to Chiangmai or vice versa by boat except in the rainy season. Therefore we differ from Mr. Little when he says—“And so the country hardly feels the need of good roads.” There is not much to be said about “The Island Empire, Japan” except that its history will also have to be brought up to date in the next edition.

There are a few mistakes in *The Far East* which may be attributed to the printer; although “the port of Nanchang” should be spelt “Nanchwang” at pages 152 and 163, and “Nietchwang” at 167 and 168 beyond our comprehension; however the pleasing variety, the many illustrations, Mr. Little has the good habit of speaking by analogy to periodicals. Shensi is a second Pennsylvania; Chinkiang is the coming St. Louis (according to Wells Williams); Hankow falls “to become the Chicago of the East”; Kiangsi is the Holland of China; the Yangtze being the Rhine; Shanghai is to the Yangtze what Chatham is to the Thames; Well Williams compares Shanghai to New Orleans, but Mr. Little holds that Shanghai is to China what New York is to the United States; Osaka is the Manchester of Japan; Mukden is (or rather was) a small Peking, and so on. Of course these analogies all help the reader to understand the relative importance of the cities and districts described.

We have endeavoured to point out a few of what to our mind are imperfections, but they are only minor imperfections after all. They really give zest to the Britisher in China. *The Far East* was written by the author in the “intervals of business,” but there is no trace of hurry, no scamped work about it. We should have liked to have seen a chapter on the railways in China; another on China’s place in the political world, in which Mr. Little’s conclusions, which are always of value where Far Eastern subjects are concerned, were given, but we are thoroughly content with this volume as it stands. It represents a monumental toil, a power of compression and of crisp expression owned by few men; and a knowledge of the country which is not more than half a dozen of Mr. Little’s contemporaries possess. *The Far East* is a worthy addition to “The Regions of the World” series; it is a valuable *vade mecum* for the tourist and it is an index, an annotated, learned and full companion of facts for this student. *The Far East* will be read with interest by all who have lived or are living in China, for it gives a better idea in a shorter space of the history and conditions of the great Middle Kingdom than any similar publication we have seen. Mr. Little is deservedly to be congratulated on this latest addition to his works on China.

The Far East by Archibald Little is published in “The Regions of the World” series at the Clarendon Press, Oxford—price 7/6.

FORTHCOMING CONSECRATION OF THE R.C. BISHOP-DESIGNATE, REV. D. POZZONI.

18th inst.

A Papal Bull directing the consecration, at the earliest date, of the Rev. D. Pozzoni to be the Vicar-Apostolic of Hongkong and the titular Bishop of Tavie, has, we learn, reached Hongkong, and, in compliance with the mandate of the Papal See, the date for the consecration of the Rev. Father Pozzoni has been fixed for the 1st October proximo. The consecrating ceremony will be carried out by the Right Rev. Dr. Menicelli, Bishop of Honan, who will be assisted by Mgr. Morelli, Bishop of Canton, and his Lordship I. Clemente, Bishop of Amoy. Regret is expressed at the absence from the Portuguese Colony of the Bishop of Macao, who has gone on a mission to Timor, because it was felt that the presence of His Lordship would have added dignity to the ceremony. We understand that if it had been possible to postpone the date of the consecration until the return of the Bishop of Macao it was the desire of the Roman Catholic authorities in Hongkong to have done so; but in view of the terms of the Bull from the Papal See, the postponement of the ceremony till a later date was rendered impracticable. Assisting at the consecration service will be all the missionary Fathers stationed in the surrounding districts of Canton and South China generally; besides the priests of the various orders like the Mission Etrangere and Dominican Missions in Hongkong. We are informed that a booklet is in course of preparation giving an English version of the Latin service and it will be distributed free to the congregation on the morning of the consecration. The ceremony will be performed at a High Pontifical Mass with choral service.

Bishop Pozzoni will be the second Roman Catholic bishop who has been consecrated in Hongkong. His Lordship predecessor, the late Right Rev. I. M. Plassoli, was the first Roman Catholic bishop consecrated in the Colony in May 1891. He is therefore just over ten years later that the second ceremony of a similar character has to be performed, the recipient of the high honour being the Rev. D. Pozzoni.

RUSSIAN INTERNED SHIPS TO GO TO VLADIVOSTOCK.

18th inst.

The *China Review* understands that orders have been given to get everything ready on board all the interned Russian vessels which are at present in Chinese and other ports, in order to proceed, as soon as the peace terms are duly signed, up to Vladivostock, where they will winter. They will be quite the nucleus of a fine squadron when all arrive and join the three cruisers at present in the northern port. There will be the battleship *Tsesarevich* and the torpedo boats from Tsingtao, the cruiser *Admiral* and the gunboat *Mendour*, together with several transports and torpedo boats from Shanghai; the three cruisers now under repair at Manila; the cruiser *Diana* at Balgo, the converted cruiser *Lion* from San Francisco; and the eight smaller craft lying in Chinese harbours.

CRIMINAL SESSIONS.

AN UNINTERESTING CALENDAR.

Only three cases, and these of a comparatively uninteresting character, stood on the roster of the Criminal Sessions this morning. The Police Judge presided.

FAULTLESS FORGIVEN.

Li-Tui-Shi, a young Chinese woman who won a quarrel, was charged with forging a will on the 10th July, purporting to be the last will and testament of Li-Ti-Hing. She pleaded guilty. On the day the will was presented, she said in explanation, I knew it was a forgery. What I did was done at the instigation of a man named Ah-Hing. I had nothing to say neither had the other wife. My husband died in the first moon and Lo-Wan-Fook took possession of the business.

His Lordship—Was there any money in Court?

The Attorney-General—There was nothing.

His Lordship—said this was an offence that did not frequently come before the Court and he thought she had been put up to it by somebody. He proceeded to tell the interpreter to say to the prisoner that she was liable to imprisonment for life with hard labour but he would not impose a sentence of that sort. At the same time it was rather difficult to know what to do with her. There could not have been the procedure of the Court, said by parties taking protest of a will that did not exist.

Sentence—Three months’ imprisonment without hard labour.

ENLARGED SPLEEN CASE.

Lam-Pui was charged with the murder of Choi-Kwong on the 18th August. He pleaded guilty and in explanation said he struck the man after having been struck himself. The deceased threw a stone at him and struck him on the eye. Then he returned the assault with four or five blows.

His Lordship, in passing sentence, said the story told by the prisoner coincided with the evidence already given. It appeared that he and the deceased had a quarrel and the deceased struck the prisoner first; the latter retaliated in such a manner that the deceased died. He thoroughly understood there was no previous quarrel between those people; it was a sudden quarrel and the deceased had used his fist. The deceased suffered from enlarged spleen which rendered it very easy to rupture. These were all circumstances to be taken into consideration. The policy of the law was that one man could not take another man’s life except under provocation so vicious that it made the homicide justifiable, or under circumstances which might almost be called privileged. None of these conditions was present in this case.

Sentence—Four months’ imprisonment, with hard labour.

ROBBERY WITH VIOLENCE.

Kung Fat pleaded not guilty to a charge of assaulting Lo-On at Gunclub Hill, Kowloon, on the 14th August, and with stealing a watch, a silver chain and an umbrella from that person.

The following jury was empanelled—Messrs.

Chan-Ho-Wan, Ernest Arthur, Murer, Frederick Hoggard, R. B. Cooper, Alfred John, Pugh, John Thomas Martin, Wheely, and John Campbell-Ritchie.

The Attorney General, in opening the case for the prosecution, said the prisoner was charged with robbery with violence. A Chinaman by the name of Yo-On, on the 14th of last month, was on his way to pay a visit to a relation of his employed at the rifle range. When half way up the hill he saw the prisoner pestilential to him and heard a shout—“Come up here and see me.” Curiously got the better of Lo-On, and instead of going on he turned aside to see what the prisoner was to show him. As soon as he approached, the prisoner attacked him, knocked him down and rendered him unconscious. He then robbed the complainant of his property and watch and other things. When the latter became conscious he found himself lying in a ravine, the prisoner gone. Later in the day the prisoner was arrested on another charge and on being searched a pawn ticket was found in his pocket which led to the discovery of Lo-On’s assailant.

Evidence then led.

A verdict of guilty was returned by the jury.

His Lordship, after commencing on the serious character of the offence, sentenced the prisoner to seven years’ hard labour, and ordered that he receive 24 strokes of the birch rod within one week of his imprisonment.

HONGKONG CRICKET LEAGUE.

Following is the second annual report of the above League—

The Committee has much pleasure in presenting its second annual report.

The number of clubs entered for the competition was ten as compared with eight in the previous season. The clubs entered were as follows—

Craigengower, Kowloon, Army, Ordnance Corps, Hongkong Cricket Club “A”, Royal Engineers, Hongkong Police, R. G. A. Syrd, Co., Civil Service, Royal Army Medical Corps, and the Parishes.

Owing to the larger number of Clubs entered and the increased interest taken in Cricket since the formation of the League, the competition proved even keener than in the previous season. Unfortunately the Parishes found themselves compelled to withdraw from the competition owing to their inability to raise an eleven for all their matches.

Craigengower was successful in securing the Shield with 38 points for 18 match played, of which 12 were won, 2 drawn and 4 lost.

The Cup presented by Mr. G. Hoggarde for the highest batting average was won by P. C. Edwards of the Hongkong Police Recreation Club, his average for 14 matches being 25.14.

The match arranged to take place between the Hongkong Cricket Club and the League had, reluctantly, to be abandoned, owing to the softness of the ground caused by the heavy rains immediately preceding the day fixed for the match.

The accounts show a credit balance of \$1,67.

At an “At Home” held on the Ground of the winning team on 6th May last, the President, the Hon. Mr. T. Sercombe Smith, kindly presided at the presentation of the Shield and Medals to the Captain and members of the successful XI, and at the same time handed over Mr. Hoggarde’s Cup to the winner.

A. E. ASKE, Hon. Sec. and Treasurer.

Hongkong, 12th September, 1905.

EXTENSIVE thefts from the British steamer *Goldmould*, of which Messrs. Samuel & Co. are agents, have been brought to light by the police in Japan. The steamer left Kobe on the 18th instant and is now lying at Moji. It is alleged that the boatmen, a Norwegian, and three other members of the crew, while in the harbour of Kobe stole 10 tons of white paint, four rolls of woolen cloth, and some leather, blankets and linen, valued at about Yen 3,000, out of the cargo. A few days ago the thefts were discovered by the Kobe Water Police and all the Japanese concerned have been arrested.

Coming to what Mr. Little calls “the Buffer Kingdom of Siam,” there is much that is contained in this chapter, and if space permitted it would be worthy of a dissertation of its own. Mr. Little has absolutely no opinion of the Siamese as a force, they are Indian, and careless—but we would point out that they kept France on tenterhooks regarding the French Convention for most of the year, and the Siamese have been given in the press as diplomats. The country, as Mr. Little truly says, is a great storehouse, by half China—but there is no sign of no progress in Siam—in Siam, Mr. Little speaks of the falling system of natural regulation in Siam, which makes rice cheap and plentiful—but if that system were so excellent why is it that for the last fifteen years there has been a steady increase in the price of rice? Coming to what Mr. Little calls “the Buffer Kingdom of Siam,” there is much that is contained in this chapter, and if space permitted it would be worthy of a dissertation of its own. Mr. Little has absolutely no opinion of the Siamese as a force, they are Indian, and careless—but we would point out that they kept France on tenterhooks regarding the French Convention for most of the year, and the Siamese have been given in the press as diplomats. The country, as Mr. Little truly says, is a great storehouse, by half China—but there is no sign of no progress in Siam—in Siam, Mr. Little speaks of the falling system of natural regulation in Siam, which makes rice cheap and plentiful—but if that system were so excellent why is it that for the last fifteen years there has been a steady increase in the price of rice?

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LEGISLATIVE COUNCIL

THE ESTIMATES.

1st Inst.

A meeting of the Legislative Council was held this afternoon. Present—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E.; His Excellency, Colonel Darling, C.M.G., Hon. Mr. T. Sorcombe Smith (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Mr. Basil Taylor (Harbour Master), Hon. Mr. W. Chatham (Director of Public Works), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. R. Shawen, Hon. Mr. Gershon Stewart, Hon. Mr. C. W. Dickson, Hon. Mr. Wei Yuk, and Mr. A. G. M. Fletcher (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary moved that the report of the Finance Committee (No. 7) be adopted.

The Colonial Treasurer seconded.

Carried.

The Colonial Secretary laid on the table Financial Minutes Nos. 35 to 38 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded.

Carried.

THE ESTIMATES.

The Colonial Secretary moved the second reading of the bill entitled An Ordinance to apply a sum not exceeding five million seven hundred and seventeen thousand two hundred and seventy-six dollars to the public service of the year 1906. He said—Sir, it is usual for the honourable member who is in charge of a Bill to avail himself of the second reading to take the opportunity to say something about the Bill, and to urge its merits, but in view of the very comprehensive explanation of the estimates for 1905 given in the speech from the Chair at the meeting a fortnight ago, I think I cannot with advantage make any additional remarks. I will simply content myself with moving the second reading of the bill.

The Colonial Treasurer seconded.

MR. SHEREWAN'S SPEECH.

Hon. Mr. Shawen: After your Excellency's full explanation of the Estimates there is not much left for me to say, but there are one or two points on which I think we should have more light. The Bill in connection with the Widows' and Orphans' Fund has not yet been laid before us and it does not seem to me to be correct to include this appropriation in the Estimates, for if we vote the Estimates we commit ourselves to the principle of a Bill which has not yet been passed. The money it is proposed to appropriate belongs to the Government servants from whose salaries it has been deducted. It is in the nature of a trust fund, and should be treated accordingly, but it is put down in the Estimates as revenue. I feel sure that no auditor or accountant would pass this except as capital from the interest on which the pensions are derived. How the Government can propose to appropriate this large amount of \$220,000 without even saying by your leave to the men to whom it belongs I cannot understand. I notice too that these pensions will require a clerk, etc., costing \$3,000 per annum, so that at the very outset we are plunged into extra expense. This item is put down as exempt from military contribution, but is it so? Ordinance No. 1 of 1901 exempts only proceeds of land sales and leases, and therefore before this money is dealt with a clear understanding must be come to with the Military on the point. As a detail I would ask that the rate of exchange at which the pensions on page 7 of the Estimates are paid in London should be stated, as at present it is very indefinite. The sum of \$491,645 to be spent by the Sanitary Department is to me enormous. How is it, I think I asked the question this time last year, that at Canton where there is little or no such precautions, or expenditure, plague is never worse than it is here where we keep an army of men doing nobody seems to know what. Half the money spent on Water Works it seems to me would be far more to the purpose, and instead of so many Bacteriologists we might have a trained Entomologist from home who would teach us how to trace out and demolish the white ant and other insect pests which cause a huge loss to this Colony every year by their destruction of property. I regret very much the deferment of the No. 2 section of the Tytan Water Works scheme. You said, Sir, that a large outlay if we can afford it would hasten the completion of the project. Then why not afford it. If the outlay cannot be met out of revenue we must have a loan, but do not let us lose a moment in pushing forward the whole work to completion as soon as possible by every means in our power. I hope that the \$75,000 spent on flushing tanks for the drains will enable us to do away with the present disgusting system of cleaning the sewers by hauling chains through them. While on this subject I would like to protest against the way in which the Praya and other places are all being disfigured by unsightly urinals, which should be built underground, and should not be erected almost immediately below people's offices and verandas where they are a nuisance and an offence. The comparative figures for 1881 and 1906 are very interesting, but although we spend a great deal more money now I do not know that Hong-kong to-day is as pleasant a place as it was then when we did not have the Sanitary Board spending 11.15 per cent. of our revenue. Nor does it seem to me to be creditable that with a far greater population our expenditure on education should, as you say, have dropped from 3.95 per cent. to 2.73 per cent. It is quite right to economise and cut down expenses, but it should not be done at the cost of education. The new scale of salaries for subordinate officials will, I fear, not do very much good. It is a step in the right direction, of course, for if you want a good man you must pay good wages, but you will never secure efficiency until you give the Heads of Departments full power to dismiss incapable men who, or without commutation of pension, otherwise the good men leave while the indolent and incompetent remain with you only to swell your pay-roll and pension list. I am sorry to see that the Government has done nothing to stop the influx of Chinese coins from the mainland. It is little short of a disgrace that the people of a British Colony should have to use a debased foreign coin which the Banks refuse to accept, and which even the rickshaw coolie will only take at a large discount. There is another matter which the Government if it wishes to assist the trade of this Colony might look into, and that is, the registration of Chinese partnerships. The present system or want of system only plays into the hands of bank "compradores" and others who try to make money by guaranteeing obscure or unknown Chinese "hangs" and firms, and much misery and loss might have been prevented this year if merchants and traders had been able to know better with whom they were dealing. I am glad to hear that something is to be done to give better roads to Kowloon, but why does the Government tinker at the matter in this way? Why can it not draw up a fixed and definite scheme of wide roads and broad boulevards for Kowloon and the New Territory to which all building

sites and buildings must conform instead of the present haphazard system of running a street here and a road there just as some one happens to put up a building? It will have to be done all over again just as in London to-day they have a Royal Commission whose report runs into 8 volumes, laying down a scheme of road improvements for London which is estimated to cost about thirty million pounds, nearly all of which with the greater part of it might have been avoided and saved if the Government of that day had adopted the advice and carried out the plans submitted to them by Sir Christopher Wren and John Evelyn for the rebuilding of the town after the Great Fire of London. It will be the same with Kowloon later on if we do not look ahead and exercise a little forethought and imagination.

Stimulating industries would, I think, be best effected by the Government giving up its practice of always exacting the last cent whenever a piece of ground is wanted for a new industry.

I know of one contemplated industry which it was seriously intended to start in Canton on this account. In another case the Company which had bought the ground from the Government and cleared it of squatters at its own expense was asked 122 times the original cost for a small piece it wanted for an extension for housing its workmen. Needless to say the ground was not bought, and the last time I saw it was still lying idle. In another case a concern was called to account for making a path to a piece of ground on the top of a hill which it had bought from the Government, although in what other way the men, not being birds, was supposed to get there I have never understood. In a third case it was attempted to bring a factory to book for having built a well within its curtilage, but this fell through because on being asked the Government could not explain what the curtailage was. With regard to the last item touched upon by your Excellency "Sport," I am quite in agreement with Mr. Kipling, and do not think in this Colony it requires any encouragement from the Government. If our young men were but to serve their masters as diligently as they serve their god "Sport," we should not see the British slowly driven out of the trade of China by the hardworking German, the thrifty Japanese and the untiring Chinaman. In trade and commerce to-day the race is to the man who gives himself entirely up to it, and who like St. Paul has put away childish things. We shall never regain our old position in the Far East by encouraging our men to dream all day of polo ponies, cricket matches, and boat races.

THE COLONY'S OPINION.

The Hon. Mr. Gershon Stewart said—I After the luminous and comprehensive review which we all had the pleasure of listening to from your Excellency on the first reading of the Estimates for 1906 it may perhaps appear to some unnecessary to say much more up in a subject which has been dealt with already in such a masterly and thorough manner. As Mr. Shawen and myself have, however, been detailed by the Unofficial Members to review the Government programme, I ask your indulgence, I feel sure that no auditor or accountant would pass this except as capital from the interest on which the pensions are derived. How the Government can propose to appropriate this large amount of \$220,000 without even saying by your leave to the men to whom it belongs I cannot understand. I notice too that these pensions will require a clerk, etc., costing \$3,000 per annum, so that at the very outset we are plunged into extra expense. This item is put down as exempt from military contribution, but is it so? 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THE PIERS.

The delapidated matcheds which at times ornamental the three chief piers are, I maintain, unworthy approaches to a port which claims to be, the third in the world. A spark from the funnel of a steam launch was sufficient to remove the ferry matched in a few moments a month or two ago, and the gall we had on August 30, which was not a very severe one, was sufficient to demolish the covering at Queen's Statue Wharf. Luckily the covering at Blake Pier has stood, although in a somewhat decrepit state, and it would take but little to dissipate the venerable relic from amongst us. When it is remembered how the sun pours down and the rain also upon just and unjust alike I feel it is not asking too much when we express the wish that the elaborate plan for a proper approach to Blake Pier, which has existed for many years, be extricated from their pigeon hole and the work proceeded with forthwith.

THE CLOCK TOWER.

If your Excellency would, further, take the Clock Tower by the hand and lead it down towards the waterfront and endow it with a large clean, new face so that it could pass the time of day to every ship in the harbour a busy street would be relieved of a long standing congestion and a considerable improvement would be effected.

I note with gratitude that the requirements for improved typhoon shelter have your Excellency's support and sympathy, may good wishes soon be translated into action, and it will be a joyful day to folk abroad when they see the foundation stone of a new breakwater taken its first plunge into the waters of this storm-swept harbour (hear, hear).

WIDOWS' AND ORPHANS' FUND.

The sum of \$210,000 brought in under this heading is a novel departure and one requiring some explanation. We have no figures of any sort on which to form an opinion as to this novel departure. It seems to be exempt from Military Contribution, but how that exemption is effected we have no means of knowing. If a vote of this Council is sufficient to excuse any item of revenue received from this 2% tax it is a precedent which will probably be freely availed of in the future.

In addition to our affairs it seems a large order that, by a stroke of the pen, the taxpayers should be called upon to accept the responsibility I have more than once seen darkly hinted at, or, secondly, that the Administration has arrived at a state of perfection and is above criticism. As to the first I am in too delicate a position to offer any opinion; and to admit the second would be lamentable to us all, for things are ever changing in this restless world the next change which must come after perfection is a step towards decay. I think Mr. Shawen has shown there are imperfections enough in the Government programme to make one feel assured that we still belong to a healthy and progressive body.

THE SANITARY DEPARTMENT.

Turning now to the question of the expenditure on the Sanitary Department, with which both gentlemen who spoke dealt with in some detail, I would remind you of the old adage—

"The devil was sick, the devil a monk would be."

The devil was sick, the devil a monk would be.

Well, the community was sick, and was virtually prodigal with money for sanitation. The community is now well and is desirous of economising in this direction. Unofficial members anticipated that they would need to be defended against themselves and will reflect that in a letter dated 7th June, 1901, from the Chamber of Commerce addressed to the Government—on which Chamber I believe some of the gentlemen present were sitting—contained the following paragraph:—

"My Committee desire to draw attention to the folly of allowing the prejudices of officials, the fear of expense, or the dread of unofficial opposition to stand in the way of the execution of sanitary measures which are known to be necessary and which have been initiated upon time after time by experts.

Possibly you may ask who are the experts?

His Excellency—They are put where the majority of people are who use them.

Mr. Shawen—There is the difficulty about this question that wherever they are placed someone is certain to object to the smells that arise from them.

The Hon. Member representing the Chamber of Commerce referred to the drains on the Praya. I went into the question some months ago with the Director of Public Works, and I should like to have them placed underground, as they are in London, but we came to the conclusion that they could not be sufficiently drained if they were sunk.

Hon. Mr. Shawen—Could they not be placed in more convenient positions?

His Excellency—They are put where the majority of people are who use them.

Mr. Shawen—There is the difficulty about this question that wherever they are placed someone is certain to object to the smells that arise from them.

The Hon. Member representing the Chamber of Commerce referred to the small vote for education. It is certainly not a large vote.

I mentioned when addressing the Council a fortnight ago, education is one of the most difficult subjects with which we have to deal in this Colony.

Even if we had to spend a much larger sum it is difficult to say how it should be used. I am considering the subject and possibly may arrive at a solution. It has to be borne in mind we are not educating our own people, but we are educating a fluctuating population mostly subjects of China.

CHINESE COINAGE.

With regard to the prevention of Chinese coinage coming into the colony, that was a point dealt with last year and it will be very interesting to have a definite statement from the Chamber which the Hon. Member represents in the matter.

Also it will be interesting to have a definite statement from the Chamber of Commerce as to the registration of Chinese partnerships.

The Hon. Mr. Gershon Stewart has correctly interpreted my views on the charity question so that it is unnecessary for me to deal with the matter further.

As to stopping the invasion of this colony by大陆 European, a Bill was passed during our last session which it is hoped will tend to have the desired effect. No proposal was made at the time of the passage of the Bill to make it more drastic than it is. With regard to public works I see there is one point I have not dealt with, that of a definite scheme of roads and boulevards in the New Territory and Kowloon. I may say that such a definite scheme as the Hon. Mr. Shawen referred to exists.

Hon. Mr. Shawen—Is it published?

His Excellency—It may be possible, but it is not desirable to publish it. If the hon. member will favour me with a visit to my office I will show it to him.

Hon. Mr. Shawen—I think I saw one.

One road was on it.

His Excellency—I think that is not the case.

The Hon. Member representing the Chamber of Commerce referred to the difficulty in the matter of the price charged by the Government for land.

Hon. Mr. Shawen—For new industries.

His Excellency—with regard to the price of land, the general principle, with regard to the price of land, is that it will be paid for it.

Government charged for land in the market value.

That is what will be paid for it. If the Government did not sell the land for what it would bring the profit will not go to the general community, but to the individual who purchases it at less, and who sold it at market value.

I think these are all the points brought out by the Hon. Member to which it is necessary for me to reply.

Hon. Mr. Shawen—May I be allowed to make one point?

His Excellency—The instance of stimulation of agriculture, of which I referred did not occur in

the colony, if need be, however, to ensure the speedy accomplishment of work. To pay for everything out of income although admirable in many ways, is a policy of caution which may at times be wisely departed from with an ample revenue, with a clean bill of health, with an energetic Governor who is also an engineer, with a zealous officer at the head of the P.W.D., backed up, I hope, and believe by a keen and efficient department, with labour as ever abundant and with the public purse well willing to pay for any assistance his department may require, the present seems a golden opportunity for us to be up and doing. Let us see that we avail ourselves, as far as we can, of the auspicious fortune which the Fates have given us. With the reservations I have made I have pleasure in supporting the second reading of the Bill (applause).

THE GOVERNOR'S REPLY.

WIDOWS' AND ORPHANS' PENSION FUND.

H.E. the Governor.—Before referring to the details of the two speeches to which we have just listened, I should like to thank the hon. member who has just spoken for his very clear exposition of what the Colony in matters of public works, of the Canton-Kowloon railway and of the Sanitary Board, the desirability of making a reduction, not in expenditure, but in amount, and I would refer first to those points in the speech of the representative of the Chamber of Commerce and the Hon. Mr. Stewart. I will say at the outset I am not prepared at the present moment to give a full explanation of the proposed transfer to Government of the Widows' and Orphans' Pension Fund. The principle of which proposal was accepted by the Governor in Council and by the directors of the Sanitary Board. I would refer first to those points in the speech of the representative of the Chamber of Commerce and the Hon. Mr. Stewart. I will say at the outset I am not prepared at the present moment to give a full explanation of the proposed transfer to Government of the Widows' and Orphans' Pension Fund. The principle of which proposal was accepted by the Governor in Council and by the directors of the Sanitary Board. I would refer first to those points in the speech of the representative of the Chamber of Commerce and the Hon. Mr. Stewart. I will say at the outset I am not prepared at the present moment to give a full explanation of the proposed transfer to Government of the Widows' and Orphans' Pension Fund. The principle of which proposal was accepted by the Governor in Council and by the directors of the Sanitary Board. I would refer first to those points in the speech of the representative of the Chamber of Commerce and the Hon. Mr. Stewart. I will say at the outset I am not prepared at the present moment to give a full explanation of the proposed transfer to Government of the Widows' and Orphans' Pension Fund. The principle of which proposal was accepted by the Governor in Council and by the directors of the

BOXING IN HONGKONG.

FIGHTS FOR THE WELTER-WEIGHT AND MIDDLE-WEIGHT CHAMPIONSHIPS.

18th inst.
Saldom is Hongkong treated to such a display of the "noble art" as was provided at the Theatre Royal last night. There has been a good deal of irritation lately on account of the obvious likes which have been painted on on the sporting public as the genuine thing, and there is never any smoke without some fire behind it. Truth to tell, some of the would-be champions of the Orient have been champion at everything but boxing, and the dead-bests and globe-trotters who have challenged everybody in order to get enough to clear out of the Colony, so that they might hambois some other town, have generated a profound contempt for some of the so-called sporting gents, among those who love boxing for its own sake and not as a means of deceiving the public. Consequently when it was announced that two championships would be disposed of last night, there was a perceptible air of questioning in the air, as to the character of the candidates for the welter-weight and middle-weight championships of China. That ordinal was easily passed through by the competitors; although it must in honesty be confessed, there were a few doubtful Thomases in the audience. The result, however, proved beyond all manner of doubt that the fights for the championships were the real thing; there was no suggestion of hocus-pocus or hanky-panky about them. They were fights that would have done credit to the National Sporting Club. They proved a revelation to those who have only seen boxing as enunciated by some passers-by whom it is not necessary to specify. Newman, of Hongkong, and Roberts, of the Kents, fought a capital fight for the welter-weight championship and no man better deserved a victory than did Sam Newman. The punishment he endured while waiting to place the crushing finale would have staggered a Trojan, but he held on, half-blinded by a cut on the left eye, and his opportunity came. The final blow that drove Roberts to the ground, where he remained until the count-out, was irresistible. For the middle weight champion Jack Weday, who is described as the champion of the Hawaiian Islands, whatever that may mean, met F. H. Greenhill, of the R.G.A. But the four rounds that sufficed for this event did not afford the interest exhibition of boxing. It was more in the nature of a farce than a fight. Weday had his man beat in the first round and played with him as a cat with a mouse till the fourth.

THE BANTAMS.

The programme opened with a bout between Griffiths and Coyne, Marriott being unable to appear, so that the former took his place. Griffiths specified that the bout should be reduced to six rounds instead of eight and he did wisely as it turned out. The bantams went at each other hammer and tong from the first; there was not so much science displayed as a desire to win by sheer slogging. Coyne got home some pretty ear-lifters, but his counter was feeble and caught attention. Coyne had the better of the first round, but Griffiths turned up bright and fresh for the second. Although Coyne was the lighter in step, Griffiths landed the heavier blows. Coyne might have won so far on points, but Griffiths was the likelier to reach the finish. In the third round, Griffiths landed a pat on Coyne's right jaw, which sent a little spin to the ropes. When he came forward again, his knock on Coyne's proboscis drew first blood. Griffiths, however, was rapidly losing his wind, and if Coyne had followed up his advantage in the fourth round he should have finished his opponent. There was an air of caution about the pair in the next round, until Griffiths cornered Coyne and served out a couple of slashing head strokes which provided a starry vision for the latter. The sixth and last round, was comparatively slow. Both boxes were waiting for the second wind which would not come. Griffiths forced a trifling, but he had his match in Coyne, who was as nimble as ever. The referee declared the match a draw, which pleased everybody. Had the bout continued, the probability is that Coyne would have won; he was still fit and springy when the gong sounded, while Griffiths seemed to be "puffed out."

AMATEUR WRESTLING CHAMPIONSHIP.

J. Witchell, of Hongkong, and J. Collins, of the Army Ordnance Corps, both Sandow gold medallists, met in a wrestling contest for the amateur championship of Hongkong. A trophy, presented by Sam Newman and Jack Weday, was also offered to the winner. There was never any doubt as to the result. Witchell's long reach and powerful frame quite overshadowed the compact Collins. It was a catch-as-catch-can style. When the competitors closed it was simply a case of Witchell exerting his strength and setting Collins on the ground. The first round occupied one and three-quarter minutes. The second round was even shorter. Witchell caught his opponent by the middle and laid him on the ground—time, 20 seconds. Collins was not nearly so good as he was when he won the Sandow medal, but that may be accounted for by want of practice.

THE WELTER-WEIGHT CHAMPIONSHIP.

This event of the evening was the fight for the welter-weight championship. As Sam Newman and C. Roberts stepped into the ring they received a great ovation. Both looked fit, although Sam looked a trifle tired as if off colour. The start was quiet; Newman forced, but Roberts kept on the defensive, till he got an opening and landed a couple right and left. That steadied his opponent. Roberts began to hit rather wildly, and once looped the loop on one foot as the result of a smashing effort, that struck the air with a resounding whack. Newman, in the second round, walked round Roberts like a lump of indiarubber but failed to draw the Artillerist. At last Roberts responded to the invitation and was promptly swept outside the ropes. No damage done. Newman was playing the prettier game, carefully plaiting his body blow till Roberts changed his guard. A rush by the soldier took Sam unawares and he received a heavy face to which he weakly replied. Roberts repeated the stroke in another couple of seconds, whereupon Newman chased Roberts to the ropes and gave him a smashing punishment at the corner. The fourth round went to Roberts on blows landed, but Sam showed the better boxing. First blood was drawn in the fifth round. Newman continued his forcing tactics, managed to find a soft place with his left, but Roberts responded with a stinging swing on the left eye which stung with blood. These onwards Roberts kept his eye on that spot. Sam Newman was giving a very sportsmanlike display. Once he got Roberts in such a position, that a couple of under-sets might easily have proved disastrous, but he waived the right in case there should be any suspicion of foul work. Clinching was the order of the day, in the seventh and eighth rounds. The match started hard, with Roberts blowing. Newman had the best of it, though his face was not a pretty sight. The tenth and eleventh rounds showed Roberts weakening. Newman got him at the ropes three times and punished him severely. The twelfth was the last round. Newman came romping away from his corner and returned to the ring and reported the affair.

of alve, and was again driven to his knees. Again he waited till "aid" was cried and crawled weakly up to Newman who punched him flat on the floor where he lay till the count-out. It was a first-class fight distinguished by clean sportsmanlike tactics; there was not a suspicion of a foul from start to finish.

THE WELTER-WEIGHT CHAMPIONSHIP.
Jack Weday's fight with F. H. Greenhill was, it has been said, pretty much in the nature of a farce. Weday played the clown, with his windmill preparations. Greenhill never had a look-in and when he joined at the fourth round, he may be assured that he did the wisest thing.

Mr. A. E. Parker acted as referee to the satisfaction of the audience and ring.

Mr. A. S. Kelly was timekeeper.

SHIPPING JETSAM.

18th inst.
The British steamers *Powers* and *Pleasure*, 1,167 tons each, have been sold to Japanese.

The steamer *Kirin*, 1,441 tons, registered at Port Arthur, has been named the *Kichirin Maru*.

The Mitsui Bishi dockyard at Nagasaki has 14 steamers under repair, and several under construction.

The N. Y. K. has recently received three steamers from England, the *Sagami*, *Takao*, and *Tokio Maru*.

The Mercantile Marine Officers' Association at Shanghai decided upon building new quarters at the corner of North Soochow and Woosung Roads.

The H.A.L.S. *Admiral von Tripitz*, which is to run between Shanghai and Tientsin, is described as the "finest-looking" merchant steamer that has ever been to Tientsin."

The Court of Inquiry into the explosion on the U.S.S. *Bonnington* has found that the safety-valves on the exploded boiler were rusted, and did not work. Ensign Charles T. Vard, who was responsible for their being in order, is to be court-martialed.

Grave fears are being entertained in shipping circles regarding the safety of the American four-masted schooner *Honolulu* which left Shanghai in ballast for Port Townsend on the 25th March last. The *Honolulu* is a new vessel of 907 tons, and was commanded by Captain Nielsen. The run over from Shanghai to the Sound is usually made in thirty to forty days.

Shipping masters having entered complaints of the impediment caused to navigation in the harbour by boats anchoring in the Northern Fairway, the water police are keeping a sharp look out in this vicinity for offenders, with the result that this morning Inspector Langley appeared with a gang of boatmen and boat-women at the Magistracy, and on proof of the charges against them they were each fined \$7.

George Conroy, the seaman who was accused of having deserted from the *St. Regulus* in July last, and who was remanded by Mr. F. A. Hazelton, at the instance of Inspector Goulay, on Saturday, was again before the Court this morning, when the captain of the steamer and that defendant left the vessel three days before sailing, and did not return, and he was therefore logged as a deserter. Defendant said he came ashore on leave the night before the vessel sailed, and as he overslept himself when he got down to the wharf to go aboard he found his steamer gone. He had left all his money and clothes and everything on board, \$25 or one month.

HARBOUR RULES.

Before the Hon. Mr. Basil R. H. Taylor, Harbour Master and Marine Magistrate, Mr. McIvor, Inspector of Junks, charged ten junk masters, with unlawfully failing to proceed to the Junk Anchorage on their arrival in port on the 18th inst., when ordered to do so. They all pleaded not guilty. Mr. McIvor said that at 11.30 a.m. to-day these junks were discharging Whampoa mud at Butterfield and Swire's new dock, Quarry Bay, and none of them had licences, special permits, or anchorage passes. One of them had an old lapsed clearance (produced). There was no defence and the men were fined \$3 or seven days.

P. C. DAVID MONROE then placed four boatmen before His Worship, charged with disobeying the lawful orders of the Harbour Master by obstructing the approaches to the Harbour Master's steps in the harbour on the 16th inst. P. C. Monroe said that at 5.45 p.m. on the 16th inst., he was on duty in the beat phonac and as he went past the Harbour Master's steps he found the four defendants' boats anchored off the steps. Witness asked them what they were doing there and they simply said they had a right to be there. As soon as they saw witness's pinnace coming towards them after their reply to his inquiry they weighed anchor, and the first and second defendants pulled away and refused to stop until witness chased them and secured them. They were each fined \$5 or 14 days.

19th inst.

In March last the pearlning vessel *Nikko*, ketch-rigged, with complete diving apparatus (Heinkel pump), is alleged to have been stolen from British New Guinea by the Japanese crew on board, and, it is reported, was headed for the Dutch East Indies, the Philippines, Straits Settlements, or Japan. Commanders of steamers seeing or hearing of this vessel will confer a favour by communicating with Messrs. Bowden-Brothers & Co., Ltd., either at Kobe or Thursday Island.

The *Nagasaki Press* of the 10th inst. reports the loss of another steamer from striking a drifting mine. It says:—The Japanese steamer *Sancho Maru*, owned by Mr. T. Hashimoto of Nagasaki, while on a trip from Newchwang to Dairei, came into contact with a floating mine off Port Arthur on Tuesday morning and sank immediately. The first engineer and steward are missing, but the remainder of the crew were rescued by the *Kwanlung Maru* which happened to be passing at the time.

The steamer *Eridon*, formerly a Messageries Maritimes liner, arrived at Shanghai on 11th inst., from Saigon, having been purchased by a local firm. She reports having experienced very heavy weather south of Hongkong, and officers and crew had an unpleasant voyage, as the vessel is forty years old and still has her original boilers and machinery, and her hull has been patched, time after time. Between Saigon and Hongkong the crew were at work at the pumps night and day and she arrived at the latter port under the steam from only one boiler. From Hongkong to Shanghai the weather was fine.

The steamer *Safus* left Kuching on the 27th inst. for Singapore. When she arrived off the Goto Islands, says the *Nagasaki Press*, the captain discovered that some Japanese women were stowed away in the bottom of the hold. An investigation proved that there were no less than 49 women on board, anticed there by two Japanese and a Chinese, the latter a member of the ship's crew. The captain immediately returned to Kuching and reported the affair to the police. Roberts got him at the ropes three times and punished him severely. The twelfth was the last round. Newman came romping away from his corner and returned to the ring and reported the affair.

to the police. The men were arrested and charged with a violation of the Emigration Laws, and the woman was handed over to their relatives. It is reported that the police inspected the steamer prior to her departure without discovering the women.

RICKNER RICKMERS' APIRE.

The *Japan Gazette* states that a fire which threatened at one time to be very disastrous was yet under control on board the German barque *Rickner Rickmers*, 1,829 tons, on the 21st inst. at Yokohama. The fire, which originated in the forepeak, where a considerable quantity of paint oil, etc., happened to be stored, was first noticed between eight and nine a.m. Captain Schurzengrund, immediately issued orders for all entrances to that part of the ship, to be closed with the object of confining the outbreak to the forepeak until the arrival of the fire pump. The Yokohama Dock Company promptly sent their large tug and pump, and with the assistance of the Harbour Master, the Water Police and Mr. T. M. Laffin, besides Captain Schurzengrund and his crew, the fire was finally got under control. The ship has several thousand cases of kerosene still on board, and but for the prompt action of the captain its total loss would have been inevitable. The origin of the fire is at present unknown and no examination has yet been made, as the forepeak is still full of water.

20th inst.

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The steamer *Mitsui Bishi* dockyard at Nagasaki has 14 steamers under repair, and several under construction.

The N. Y. K. has recently received three steamers from England, the *Sagami*, *Takao*, and *Tokio Maru*.

The Mercantile Marine Officers' Association at Shanghai decided upon building new quarters at the corner of North Soochow and Woosung Roads.

The H.A.L.S. *Admiral von Tripitz*, which is to run between Shanghai and Tientsin, is described as the "finest-looking" merchant steamer that has ever been to Tientsin."

The terms for which the steamer *Quarry*, *Shantung*, and another steamer were chartered to the Nippon Yusen Kaisha on terminating this month, the charterers have been renewed for a further period.

The demand for tonnage in the trans-Pacific trade is making enormous strides. The main steamers added to the service are now carrying freight to their fullest capacity, but they relieve to a very small extent the congestion of cargo at the different ports along the coast awaiting shipment to the Orient. In order to lessen this strain, the big steamship companies are calling for more tramp steamers, and, from Europe to the Pacific Coast "via" the Orient, there has been of late a stream of large freighters, hurrying across the Pacific to the coast, with charters to carry freight to the Orient. Among these are the steamers *Sandford*, *Drayton Grange*, *Federer*, *Ocea*, *Monarch*, *Temachus*, *Onqua*, *Colombo*, *Gurnsey*, and *Gammon*. These are not regular liners, but are chartered for the occasion. The opening of Port Arthur by the Japanese has created another avenue for the trade. The Japanese Government has already chartered a number of vessels to carry cargo from the United States to Port Arthur. Two of them are British steamers, *Sandhurst* and *Ividine*. All the tramp steamers that are now on the way to Japan and China deeply laden with cargo will return to San Francisco, says the *Ateneo Daily News*.

21st inst.

The steamer *Hyde Chong* was launched Aug. 17th at Yoker-on-Clyde, by Messrs. Napier and Millar, for the China Merchants' Steam Navigation Company. Her dimensions are: Length, 370 ft.; breadth, 40 ft.; and depth, 21 ft. 6 in., with a gross tonnage of about 2,000 tons. She has been built for the China coast trade, with poop, bridge, and topgallant forecastle. The machinery, which is being supplied by Messrs. Dunsما and Jackson, Govan, consists of triple-expansion engines, having two boilers of large size. The hull and machinery have been constructed under the direction of Messrs. G. and J. Weir (Limited), engineers, of Glasgow.

22nd inst.

The German cruiser *Seeadler*, which ran ashore off Tree Island on Friday evening, has been got off the rocks by her own steam, says the *Singapore Free Press* of the 11th inst. The *Maru*, a North German Lloyd boat, went out on Saturday evening with the object of rendering the cruiser assistance, but when she arrived at the scene of the mishap the ship was not in need of her aid, and on Sunday morning had anchored at Passir Panjang. The Commander, Capt. Puttarken, sent his own divers down to ascertain the extent of the damage to the *Seeadler* and whether it would be necessary to dock her.

The *Seeadler* was not making any water, but it was thought that her plates might have been knocked about. This class of third class cruisers is wood sheathed and copper fastened outside, which has the effect both of deterring barnacles from growing on the ship's side, and also of acting as a sort of buffer, so that it was probable the hull had not been affected by the grounding of the ship.

The *Seeadler*'s captain, from the report of the divers, found that the warship had not sustained serious damage and that it was not necessary to do what he had feared would be necessary—go into Keppel Harbour. So at 9.30 this morning the *Seeadler* steamed for Colombo, en route for her destination—German East Africa. It seems that no pilot was on board when the cruiser went ashore at 7.30 p.m. The Commander's report was as follows:

The *Seeadler* ran ashore with strong current from the starboard side at Tree Island at 7.30 p.m. on Sept. 8 and was got off by her own steam.

23rd inst.

A HANDSOME ADDITION TO THE H.A.L. CHINA FLEET.

The Merchant Service Guild has received the following letter from the Marquis de Soveral, the Portuguese Minister in London, in recognition of the gallant services done by Captain Higgins, a.s., *Clan Mackay*, one of the celebrated Clan Line steamers belonging to Glasgow.—With reference to my letter of the 24th of May last, I now have the honour, by desire of my Government, to forward to you, for presentation to Captain C. J. Higgins, captain of the a.s. *Clan Mackay*, the Diploma and Cross of the Order of Christ, which His Majesty the King of Portugal has been pleased to confer upon him, and a gold chronometer presented to him by his Faithful Majestys' Government, in recognition of his most valuable services, rendered on the occasion of the sounding of the Portuguese Transport *San Thome*. The *San Thome* was on her way to Macao at the time of the disaster.

The steamer *Katife*, built to the order of the Chinese Engineering and Mining Company by Swan, Hunter and Wigham-Richarson, Wallend-on-Tyne, had her trial trip on 17th ult. The vessel measures—length over all, 322 ft.; beam, extreme, 44 ft. 3 in., and depth moulded, 23 ft.; and has been designed for the owners' special trade on the China coast.

The agents of the Company, Messrs. Melchers & Co., held a reception on board the new vessel, at Shanghai, on 17th inst., when about 400 visitors were most hospitably entertained by Captain Block and his officers, who conducted the guests all over the ship, and pointed out with pardonable pride, the magnificent accommodation provided for passengers, and all the other features of the vessel's superb equipment. She is indeed,

A BEAUTIFUL SHIP IN EVERY RESPECT, and quite new, having been completed for sea only last July. She then came out to the Far East at a leisurely rate of steaming, and proceeded to Tientsin, after which she came down to Shanghai.

The passenger accommodation is on a scale of magnificence never hitherto attempted on coasting steamers in China, says the *China Gazette*.

There are twelve first-class cabins, including two spacious state-rooms, with miniature saloons attached, on the upper deck, and ten large cabins, which are scarcely inferior to the first-class in point of luxuriance, for the accommodation of second-class European passengers.

The accommodation for the Chinese passengers, is all aft, and when the Chinese see the steamer which the *Admiral von Tripitz* provides for them, they will, we fear, feel a decided disinclination to travel by any other steamer. The ship which was built and engined by the G. Seepack A. G., of Bremerhaven-Gesellshaft, is a vessel of 2,000 feet in length, by 40 feet in beam, by 14 ft. 3 in. in the main-deck, and 25 feet to the spar deck, her gross tonnage being 2,400.

24th inst.

The steamer *Tays*, of West Parflepool (Captain A. Baldwin) which brought a cargo of coal from Kuching to Singapore, met with an unpleasant experience during her journey. On her arrival in the harbour on the 13th inst., the *S. F. Press* says the captain reported that the *Tays* encountered a very severe typhoon when about 20 miles E. S. E. Isle Shan Island (approx.) experiencing very heavy seas which broke over the boat with great fury, completely wrecking the chartroom and upper bridge and washing away the tarpaulins from the hatches, aw

It being a notorious fact that the Alhambra is an establishment where gambling is carried on, where bad characters of both sexes are in the habit of resorting, and where disorderly scenes, disturbing the peace of the neighbourhood, are of frequent occurrence;

It being well known that in several instances the Consuls have had to deal with cases of young men of promise having been ruined in that place;

It being desirable that such an establishment should neither be protected nor tolerated by the lawful authorities;

It is understood that it is the duty of the Police of the International Settlement to take the necessary measures for ensuring peace and good order in the International Settlement and on the roads constructed by the Municipal Council outside the Settlement, provided such measures are approved by the Consular Body;

For the reasons aforesaid the Consular Body of Shanghai unanimously resolved—

(1) That the Alhambra be closed from the 15th of September next;

(2) That the Municipal Council of the International Settlement be authorised to take the necessary measures to enforce the above resolution.

This resolution was proposed by the acting Consul-General for the Netherlands, Consul-General for Belgium, and seconded by the Consuls for Spain, Germany, Russia, Denmark, Austria-Hungary, Japan, Portugal, Sweden and Norway, France, Great Britain, Italy and America.

Council Room,

Shanghai, 8th September, 1905.

Sir,—I have the honour to acknowledge the receipt of your letter of the 31st ultimo enclosing a certified copy of the resolution passed by the Consular Body in respect to the "Alhambra".

With a view to carrying into effect the authorisation referred to in the concluding paragraph of the resolution, I have the honour to request that the Council may be provided with a search warrant countersigned by the American and Spanish Consulates, legally and properly empowering the Police to enter the "Alhambra" premises on and after the 16th instant, and there or elsewhere to arrest the proprietor and lessee of the building should it be found that the order to close has not been observed.

I have, etc.,

F. ANDERSON,
Chairman.

Dr. KNAPP,
Consul-General for Germany
and Senior Consul.

CHINA AND FOREIGN EDUCATION.

IMPERIAL DECREE ORDERING STUDENTS ABROAD.

Imperial Decree, 3rd of 8th month (Sept. 1):—Decrees have been issued ordering students from the provinces to be sent abroad for foreign education. The Viceroy and Governors of the provinces have done accordingly. All the students sent abroad are to take up scientific pursuits and different branches of study with the object that they shall become useful. In no way shall they have such an idea in their minds as to give up what's hard and take up what is easy. Did they do so, they would obtain no more than a false name. The students must ambitiously take up the various branches of study and must exert themselves. After finishing their courses and coming back to their home country, they shall be examined in the subjects they have studied and put in Government employment according to their ability and profession.

Up to the present the students going to Japan are very numerous. More students will have to be sent to Europe and America. Those students who have been and shall be sent out afar with the heavy burden of obtaining true knowledge and with the intention that they shall give their services to the Government will be looked after by the Chinese Ministers to the various nations, who it is expected by the Throne will always have the responsibility of superintending them. The students will be looked upon as the Ministers' sons, and will be under their constant care. Students, whether enjoying Government support or self-supporting, if the manage to study hard with firm determination and good behaviour, will be equally loved and protected. In case any one may have the bad luck to be sick, he will be carefully looked after according to his requirements. If any one offends against the rules of the education scheme, he will be strictly dealt with, to secure that the greatest possible number shall become thoroughly educated. The Throne declares that this object must be looked upon as matter of great importance and the Imperial will in the matter of securing foreign education must not be neglected.

NEW HEMP STRIPPER.

BIG ORDER FOR HONGKONG.

Through the inventive genius of Father Atienza, member of the Franciscan order of friars, at Manila, a great revolution is promised in the stripping of hemp fibre. He has invented a mechanical device about 15 inches wide which consists only of a small roller, a toothed or serrated knife which falls upon the roller, and opens by pressure of the foot of the operator on a board, and closes on the roller by release of the foot, pressure of the knife on the roller being enforced by two 18-pound weights.

Three seconds is all that is required to transform green hemp into a perfect fibre, which, it is claimed, will command the highest price in the markets of the world. A few days ago a practical test was made, comparing the old style machine now in general use, and the machine invented by Father Atienza. For this purpose 1,250 pounds of green hemp was placed in front of each machine, the old machine requiring two to operate and Father Atienza's being operated by but one man. At the end of thirteen and one-half hours' work that day the old machine with two men turned out 17 pounds of fibre, none of it first grade. At the end of 10 hours' work the new machine with one man turned out 23 pounds of fibre, 25 per cent of which was of the first grade, averaging P-4 a picul more than the old machine's output. Another feature claimed by Father Atienza for his invention is that the heart or corazon of the plant, which has been wasted by the old style machine, produces a class of hemp so fine that its equal in grade has never before been placed on the market.

A GREAT SAVING OF LABOUR AND TIME is also made by the new invention. It now takes from two to three days to prepare the hemp for the old machine, and two workmen can only produce 75 pounds a week, while with the new machine, with one workman, no time is required to prepare the hemp, and one man can produce 137 pounds a week; the hemp being of a finer, whiter and better grade than that stripped by the old style machine.

Father Atienza has been working and planning on hemp stripping machines for the past twenty years, and has built several models, none of which were put to practical use. Last October, he read in the newspapers that the Government desired a machine easy to operate and inexpensive. He immediately planned another

machine, the result of which is this, his latest and apparently successful hemp stripping apparatus.

It is understood that Mr. Lastimer will immediately order 1,200 machines constructed in Hongkong, and later, after a practical test throughout the islands, will order a large number from the United States.

Patents and copyrights have been applied for Father Atienza.—*Musso Times*.

THE DISASTER ON THE "MIKASA."

SPECULATIONS AS TO THE ORIGIN OF THE FIRE.

It appears that the battleship *Mikasa* with Admiral Togo on board, arrived at Sasebo on Sunday morning, 10th September, when the crew were given shore leave, the *Sabah Chronicle* says. Everything seems to have been peaceful quiet during the day, but shortly after midnight an alarm of fire was given, and an investigation being made it was found that smoke was coming out in dense masses from the neighbourhood of the great bridge. All the men who were on duty at this part of the ship have been killed, so that it will be very difficult to ascertain what was the actual origin of the fire. The crew were at once got to work to extinguish the flames, but all efforts were baffled, as it seems that its place of origin could not be discovered. The other ships were signalled that fire had broken out on the flagship, and they at once sent detachments of men to assist in fighting the flames and assistance was also sent from shore. By this time the main and between decks were filled with smoke, and those who came on board naturally found it as difficult as those on board to locate the fire. The outbreak was discovered at twenty minutes past twelve, and the explosion took place at half-past one, so that the various parties of assistance would probably have been about half an hour on board before the terrible disaster occurred which blew up the ship and destroyed so many lives.

Many rumours are in circulation with regard to the origin of this fire, due, probably, to the generally excited state of the public mind at the present time. And to the fact that no news of the accident was allowed to leak out for more than twenty-four hours after it had occurred. The reticence shown by the authorities on such occasions, as we have previously remarked, rather increases than allays suspicion. One cause, however, of a perfectly simple nature has been alleged as a possible explanation of the fire. As is natural with battleships of the present day, all woodwork was as far as possible eliminated in the construction of the *Mikasa*, and near the main bridge there is no substance of an inflammable character which could be readily set fire to, as it is exactly at this point that shells are aimed in the course of battle. It appears, however, that the electric wire tubes used for lighting and other purposes on board the vessel concentrate in the neighbourhood of the main bridge; and it is thought possible that the wires became fused. While this would account for the smoke, it scarcely explains how the fire came to extend in the absence of woodwork in the neighbourhood, nor how the fire came to reach the magazine, which is naturally protected in various ways against the consequences of fire breaking out on board. The explanation still leaves the matter very much of a mystery, and it will be interesting to hear the report of the Committee which the Government has appointed to inquire into the disaster by which Japan has lost her most powerful vessel.

It is feared that the *Mikasa* has been seriously damaged by the explosion. Lighters are now lying alongside and the heavy guns are being removed preparatory to endeavouring to make to raise her. The following is the bulletin issued by the Naval Staff of the Imperial Headquarters:—According to information so far received, at 12.30 a.m. on Monday (11th instant) fire broke out near the great bridge of the battleship *Mikasa*. Assistance came without loss of time from various warships, and other boats in the harbour and from the shore, and every effort was made to extinguish the flames, but it was impossible to find out the place where the fire originated. At 1.37 o'clock an explosion occurred in the ammunition magazine aft, and a large hole was made on the port side below the waterline. The water rapidly rushed in and at 3.30 o'clock the keel of the ship rested on the ground. It is difficult to ascertain the origin of the fire before the ship has been refloated and the damage examined, and a committee has been appointed to inquire into the circumstances of the outbreak. The casualties caused by the explosion amount to 590 officers and men in killed and wounded. The particulars are as follows:—

Mikasa—Killed, 2 officers; missing, 5 officers, 22 men; wounded, 13 officers, 193 men.
Shikishima—Missing, 9 men; wounded, 1 officer, 32 men.
Asahi—Missing, 1 man; wounded, 14 men.
Fuji—Missing, 3 men; wounded, 1 officer, 16 men.
Kasagi—Wounded, 4 men.
Tatsuta—Missing, 1 officer, 3 men; wounded, 10 men.
Nippon-maru—Missing, 1 man; wounded, 1 officer, 10 men.
Tashiro-maru—Missing, 3 men; wounded, 1 man.
Murasame—Wounded, 2 men.
Kasumi—Wounded, 1 man.
Ryōjin-maru—Wounded, 8 men.
Sasebo Harbour Office Staff—Killed, 1 petty officer, 2 boatmen; missing, 1 man; wounded, 2 officers, 8 men, 15 boatmen.

The *Mikasa* is the largest battleship of the fleet, and as the Admiral's flagship, suffered as much damage as any of the Japanese ships in the last naval battle. She is of 15,200 tons displacement and was launched at Barrow in 1900.

A SAMPAN SONG.

Blow from the rice-field, blow, wind, blow!
Slo—creep the boat against the tide!
Blow the mist from the mountain top,
We shal never make Hongkong side!
Lo! how the lazy junks drift down,
Their tired crews can make no way;
Sun—God up in the brazen sky
Send good joss for the boats to-day.
Bend to the sweep; child, dip and hand;
See how our bat-wing sail hangs down,
It is an hour, young almond eyes
Since your mother left Kowloon town;
So go! a match, you, lay boy,
And while the joss-sticks brightly burn,
Find me the crackers, child, and I
Will find some good joss out astern.

Bond to the sweep, child, Hi! yah! yah!
I will sing you a sampan song;
Look you, our sail is full of wind,
Sail well anchor in old Hongkong;
Fall in the sweep, let her go,
See how she dips her swinging bow,
Come back astern, young almond eyes,
Come, my son, for a bowl of chow.

HONGKONG'S ROYAL COMPANY.

THE NEW STATUTE.

Queen Alexandra, subject for a sculptor if ever a Queen was, has, as yet, had no counterpart presented in a public place—unless, indeed, the Royal College of Music may be considered a place within the meaning of the Act. There, some twelve years ago, was placed a statue of the then Princess of Wales, the work of Prince Victor of Hohenlohe-Langenburg, who married the Countess Laura Seymour of Gleichen, and who did not live to see this statue in its present position.

Now it is Hongkong which has commissioned Mr. G. E. Ward to portray her Majesty in bronze, and in her Coronation robes, for the benefit of the Colony. Hongkong has already distinguished itself by this form of royalty. It was the first Colony added to the Empire in the reign of Queen Victoria. It was taken by the then Captain Elliot on the 1st day of August, 1841, and it was "ceded" in the January of 1842. For a while, its artistic aspirations were satisfied with a statue of Sir Arthur Edward Kennedy, the popular Governor of 1872, who preceded Sir John Pope Hennessy.

Sir John did not get a statue; nor did any one else until Queen Victoria was set up, in bronze, under a canopy, and unveiled on the occasion of the Diamond Jubilee. King Edward's Coronation suggested the addition of the Duke of Connaught. Sir Catchick Chater, the dux of the Executive and Legislative Council, has made himself responsible for a statue of the King, and the great firm of which Sir Albert Jardine is, or was, the head, for an effigy of the Prince of Wales. By the time Queen Alexandra's statue gets there, Hongkong will be able to contemplate a Royal company indeed.—P. M. G.

COMMERCIAL.

YARN MARKET.

In their report, dated 2nd instant, Messrs. Phizzone & B. Petit and Co. write:—Our Yarn Market during the beginning of the fortnight under review opened at last mail's prices, and a moderate business transpired; latterly, a rise in the rate of exchange on India, coupled with the eagerness of large importers to quit, and a slackness of demand from the interior and the consuming districts, a decline of from fifty cents to two dollars was established. This decline at first induced dealers as well as speculators to come forward in the market and purchased a good lot of selected and well known threads, but towards the close of the week they again disappeared from the market as rapidly as was circulated of a very heavy arrival shortly, and in fact during the last few days (though the exchange has again declined) a very little business was done in beat and selected threads only, at the last prices. The Chinese dealers are not free buyers even at the decline. A fair business was reported in No. 203, at a decline of \$1 to \$2 per bale. No. 162, moved moderately, at a decline of \$1. No. 122, changed hands at a reduction of \$1 to \$1 per bale. Compared with the heavy stock of No. 102, in first hands the business reported was very small, prices showing a decline of \$1 to \$2 per bale. No. 80 business was reported in No. 8a. A small sale of No. 62, at a decline of \$1 was reported in the market. The market closes quiet. Sales are reported of about 100 bales of No. 62; 3,075 bales of No. 122; 2,575 bales of No. 122; 62 bales of No. 162; 1,525 bales of No. 203; in all about 8,800 bales. Arrivals per s.s. *Silesia*, *Catherine Atkar*, *Nansang* and *Chutan* about 2,500 bales. The shipments to Shanghai and the Northern Ports about 2,500 bales. The unsold stock is estimated at about 47,000 bales.

Local Mill.—Sales of about 400 bales of No. 102 at \$1 per bale.

Japanese Yarn.—No sales.

Exchange.—We quote to-day on India Rs. 145 per cent; London at 15.11d per £.

SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s share report, published on the 14th September:—The effect of the recent typhoon is making itself felt in our markets, especially among the native dealers who all try to take their losses philosophically, but are steadily curtailing speculations and bankers are restricting financial conveniences. Yesterday and today are holidays, held to celebrate the Mid-Autumn festival, and this added to the general dullness, prevents any chance of business and we have but little to record in stocks. Demand on London before the Banks closed was quoted at 2/8. The 3 day's sight has risen in Hongkong to 2/11 which stops business for the time. Consol. £50.

The following telegram has been received from H.B.M. Consul, Newchwang, dated 20th September. Free pratique granted to arrivals from Hongkong. Prohibition to import rags, earth, etc. continues.

THE CHINESE GOVERNMENT is now anxiously considering the question of the reorganisation of Manchuria, and negotiations for the borrowing of about Tls. 60,000,000 are proceeding with the British Minister.

The old hulk *Kwong Hot*, which had been anchored off the Luneta beach for some time, dragged her anchors during the storm of Sunday night and is on the beach, high and dry, near the Elk's Club, Manila.

THE entry of the troops restored order in Yokohama, and they are, guarding the Consulates, churches, and other public buildings. No damage has been done to foreigners or their property. There were 139 arrests up to the 13th inst.—N. C. D. News.

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IT is understood that the Hongkong Wharf's Godowns are going to be raised higher off the ground to prevent a recurrence of the recent typhoon damage. A large amount of money will be expended for this purpose, as the consignees say that if damage is done next year, the godowns will be held responsible.

A SENSATIONAL shipping case was on at Penang a few days ago. The case turns upon a sum of \$5,000 claimed for goods delivered by one Kader Mydin to Vonyj Pakir, without a bill of lading. The arrest of the latter—for which a reward of \$500 had been offered—was duly effected. He was bailed out for \$30,000.

THE cost of repairing the damage sustained by the Suez-Fusai Railway during the recent storm is estimated at 90,000 yen, of which 60,000 yen is required for the bridge. The repair to the latter have not yet been completed, and in the meantime the railway traffic is being effected by means of improvised bridges.

Owing to the stringent measures which have been adopted by the Ipoh police, the tickles coolies have gone out on strike. It is reported that the ghatmen will join with the tickles coolies in their opposition to the measures adopted by the police. The tickles coolies in Taiping have also struck work. No rickshaws are in the streets and the people are greatly inconvenienced.

COASTAL FREIGHT.—There is the signing of peace between Japan and Russia caused quite a stir of excitement on our tonnage market a week or

so go, which, however, gradually subsided as it became manifest that Japan would not allow any merchant vessels to enter Siberian ports until peace had been ratified, and we are afraid that the few fixtures that were made will not turn out very profitable ventures for those concerned! At present everything is more or less again "in statu quo," pending the ratification of peace, when there is bound to be a rush of ships to the north.

RAUB GOLD MINE.

The result of work for 4 weeks ending 9th September was:

Bukit Komai. Stone crushed, 3,334 tons. Gold obtained 570 oz. Average per ton 3.20 dwt.

Bukit Malacca. Stone crushed, 2,523 tons. Gold obtained 133 oz. Average per ton 1.40 dwt.

LOCAL AND GENERAL.

TADTAI: Huang Hsien-ting of Nanking has been appointed to the Ministry of Education.

ANOTHER new first-class Board, the Board of Education, is to be added to the recognised Boards at Peking.

THE deposits in the Japanese Post Office Savings

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4057.

周五月八日一十三號光

SATURDAY, SEPTEMBER 23, 1905.

大英報
星期三月九號香港

30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID UP CAPITAL..... \$10,000,000
RESERVE FUND..... \$10,000,000
Sterling Reserve..... \$10,000,000
Silver Reserve..... \$5,000,000
RESERVE LIABILITY OF PROFITABLE \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson, H. Schubert, Esq.
E. Geiss, Esq., R. Shulman, Esq.
G. H. Medhurst, Esq., Hon. R. Shawan.
A. J. Raymond, Esq., N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. E. R. HUNTER,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per Cent. per Annum.
For 6 months, 5 per Cent. per Annum.
For 12 months, 6 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ Per
Cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussisch
chen Staatsbank)

Direction der Disconto-Gesellschaft
Deutsche Bank

S. Bleichroeder Berlin.

Berliner Handels-Gesellschaft
Bank für Handel und Industrie

Robert Wartheuer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne Frankfurt

Jacob S. H. Stern s.M.

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim Jr. & Co. Koch

Bayerische Hypotheken und Wechselbank
Muenchen

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.

Hongkong, 9th September, 1905. [24]

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED..... Ver 24,000,000
CAPITAL PAID-UP..... 15,000,000
CAPITAL UNCALLED..... 6,000,000
RESERVE FUND..... 9,340,000

Head Office—YOKOHAMA.

Branches and Agencies.

OKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.

SAN FRANCISCO. NEW CHENG.

HOMBAY. MUKDEN.

TIENTSIN. PORT ARTHUR.

PEKING. CHEFOO.

KOBE. DALNY.

LONDON BANKERS.

HK LONDON JOINT STOCK BANK, LTD.

PARKS' BANK, LTD.

THE UNION OF LONDON AND

SMITHS' BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,360 "	R. D. Thomas
"HANKOW,"	3,073 "	C. V. Lloyd
"KINSHAN,"	1,995 "	J. J. Lessius

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 5:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River; Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine
"NANNING,"	569 "	C. Butchart

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Maiping, Kumchuk, Kau-Kong, Samsui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Douling and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak Hing.....Single \$12.50. Return \$21.00.

Canton to Samsui.....Single \$7.50.

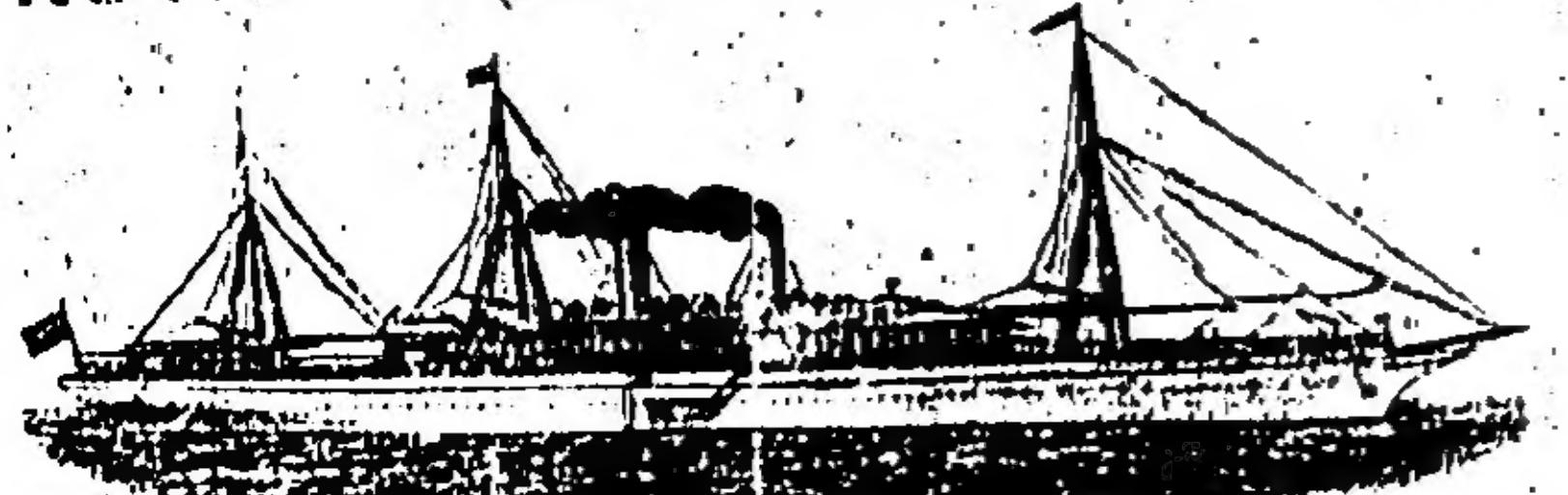
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

Steamer.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA,"	6,000.	R. Archibald, R.M.R.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	2,440.	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA,"	6,000.	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR,"	4,250.	W. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN,"	6,000.	H. Pybus, R.M.R.	WEDNESDAY, 13th Dec.
Hongkong to London, 1st Class.....	1/2d St. Lawrence £60.	Via New York £62.	
Steamer, and 1st Class Rail.....	£40.		£42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Books through all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier, Hongkong, 20th September, 1905.

HAMBURG-AMERIKA LINIE.

DEUTSCHES DIENST.

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DATES.	SAILING DATES.
SIELSKA,	1st Oct.	Freight and Passengers.
HAURE and HAMBURG,	(Calling at S'PORE, PENANG & COLOMBO).	8th October.
SUEVIA,	10th October.	Freight.
Krasiel,	(Calling at S'PORE, PENANG & COLOMBO).	10th October.
SLAVONIA,	18th October.	Freight and Passengers.
Röden,	(Calling at S'PORE, PENANG & COLOMBO).	1st Nov.
SEGOVIA,	1st Nov.	Freight.
Schenfeld,	(Calling at S'PORE, PENANG & COLOMBO).	1st Nov.
SENEGAMBIA,	15th Nov.	Freight.
Jaburg,	(Calling at S'PORE, PENANG & COLOMBO).	15th Nov.
C. FERD. LAEISZ	About 20th Nov.	Freight.
v. Hoff,	5th October.	Freight.
VANDALIA,	NEW YORK via SUEZ.	Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by Electricity. Fully qualified Doctors are carried.
Haase,	with liberty to call at the Malabar coast.	

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

Hongkong, 2nd September, 1905.

D. NOMA, TATTOOER,
CO. QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless; and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. M. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 1,000 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905.

IMPERIAL GERMAN MAIL LINES. THE YOKOHAMA DOCK CO., LTD.

NORDDEUTSCHE LLOYD BREKES

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZI, PORT SAID, MAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.R.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

ROON	WEDNESDAY, 27th September.
BAFFIN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 18th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUFTPOL	WEDNESDAY, 20th December.
PRINZ HEINRICH	WEDNESDAY, 3rd January, 1906.
PRINZ EITEL, FRIEDRICH	WEDNESDAY, 17th January.
GNEISENAU	WEDNESDAY, 31st January.
ROON	WEDNESDAY, 14th February.
PREUSSEN	WEDNESDAY, 28th February.
ZIETEN	WEDNESDAY, 14th March.
PRINZESS ALICE	WEDNESDAY, 31st March.
SEYDLITZ	

ON WEDNESDAY, the 27th day of September, 1905, at Noon, the Steamship ROON, Capt. G. Meissner, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPOLEON and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONE	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLEHAD	4,702	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with MAILED, PASSENGERS, and CARGO, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linens can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

STEAMER ABOUT

Intimation.

**WM. POWELL,
LIMITED.**

**ALEXANDRA
BUILDINGS**

Des Vaux Road.

**FURNISHING
DEPARTMENT.**

We stock everything
necessary to a
**WELL-FURNISHED
RESIDENCE.**

A Large Variety of
BEDSTEADS

and

BEDDING.

SHEETING.

**COUNTER-
PANES**

and

BLANKETS.

LACE,
MUSLIN
and
TAPESTRY
CURTAINS.

NEW CARPETS
and
RUGS.

BED ROOM,
DINING ROOM
and

DRAWING
ROOM

SUITES
made to order.

Illustrated Catalogues
for all kinds of

FURNITURE

INSPECTION INVITED.

Wm. POWELL, Ltd.,
HONGKONG.

Wednesday, 23 September, 1905.

Intimations.

FUNDDED IN HONOUR.

No doubt you have seen in the papers such announcements as: "this—concerning some medicines or other." If, on trial, you write that this medicine has done you no good we will refund your money." Now we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOL'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extractus of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anæmia, Scrofula, Nervous and General Débilité, Influenza, La Grippe, and Throat and Lung Troubles, it is specific. It is precisely what is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunsucker says: "The continued use of it in my practice, convinces me—that it is—the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that MASPERO FRERES LIMITED, Registered Office, Cecil Chambers, 86, Strand, London, England, Tobacco Manufacturers, have on the 30th day of June, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:



VILOMETER ROSETTE
in the name of MASPERO FRERES, LIMITED, who claim to be the sole proprietors thereof.

The Trade Marks are intended to be used by the Applicants forthwith, in respect of the following goods:

MANUFACTURED TOBACCO, IN CLASS 45.
Dated the 23rd day of August, 1905.

DENNYS & BOWLEY,
Solicitors for the Applicants.
857]

A SPECIAL SALE
WILL BE HELD AT THE
ITALIAN CONVENT
on behalf of the
POOR ORPHANS,
on the 25th, 26th and 27th instant,
Commencing at 2 P.M.;
of
LADIES' AND CHILDREN'S UNDERCLOTHING,
DRESSES, AND OTHER EMBROIDERED
ARTICLES.

The Prices of every Article are marked in plain figures.

The Superiority hopes to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT,
28, Caine Road.

Hongkong, 19th September, 1905.

[444]

TENDERS are invited for the SUPPLY TO H.M. NAVAL YARD of the undermentioned Timber Materials for One Year from 1st October, 1905, viz.—

TEAK, BAULK, THICK-
AMERICAN FIR, STUFF SCANTLING,
CAMPHOR WOOD, PLANK AND BOARD,
HARDWOODS, OREGON SPARS.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the Naval Store Officer, H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of materials during the twelve months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same.

The Tenders, which will be received till Noon on 28th instant, should be sealed and addressed to the Rear-Admiral, H.M. Naval Yard.

Hongkong, 23rd September, 1905.

[444]

WILLIAM POWELL, LIMITED.

The report for presentation to the shareholders, at the fourth ordinary general meeting to be held at the company's premises, Des Vaux Road, Central, on 30th inst., is as follows:

To the shareholders of William Powell, Limited.

The directors beg to submit their report on the working of the company for the year ending 30th June, 1905.

The profit and loss account, including the sum of \$18,28 brought forward from last account, has a credit balance of \$27,642.00 from which has to be deducted the interim dividend of 5 per cent, paid on 10th April last, and directors' and auditor's fees, leaving \$19,324.00 which your directors propose to appropriate as follows:

To pay a final dividend of 5 per cent... \$8,400.00

To write off stock 4,600.00

To write off fixtures and fittings 1,462.35

To provide for bad and doubtful debts 784.70

To add to equalization of dividend

account 1,500.00

Bonus to manager and staff 1,902.00

To carry forward to next account 676.95

\$19,324.00

DIRECTORS.

Mr. E. H. Hinds having retired from the directorate during the year, Mr. G. C. Moxon, was invited to fill the vacancy.

AUDITOR.

The accounts have been audited by your auditor, Mr. H. Percy Smith, fellow of the Institute of chartered Accountants, who is eligible and whom your directors recommend for re-election.

W. H. GASKELL, Chairman.

Hongkong, 20th September, 1905.

[445]

BALANCE SHEET FOR YEAR ENDING
30TH JUNE, 1905.

Liabilities.

To capital authorized and issued—

12,000 shares at \$1.00 \$12,000.00

sundry creditors 33,086.74

" the Hongkong & Shanghai Bank 23,322.55

" unclaimed dividends 688.00

" equalization of dividend account 3,000.00

" profit and loss account 19,324.00

\$100,321.29

ASSETS.

By sundry debtors \$25,865.71

" fixtures and fittings 11,462.35

" investments at cost 2,450.00

" stock on hand as per the manager's certificate 160,027.77

" cash in hand 515.46

\$100,321.29

PROFIT AND LOSS ACCOUNT FOR THE YEAR
ENDING 30TH JUNE, 1905.

Dr.

To interim dividend at 50 cents, per

share \$6,000.00

" directors' and auditor's fees 2,300.00

" balance 19,324.00

\$27,642.00

Credit.

By balance from 30th June, 1904 \$588.28

" dividend from investments 175.00

" transfer fees 13.50

" balance of working account 26,847.21

\$27,642.00

HARRY EVRE,

Manager.

I have examined the foregoing accounts with the books and documents of the company and certify them to be in accordance therewith.

H. PERCY SMITH, F.C.A.,

Auditor.

Hongkong, 20th September, 1905.

[446]

GIANT GORILLAS.

EXPLORER'S DISCOVERY OF UNKNOWN

MONSTERS.

Paris, Aug. 18.—M. Eugene Brusseaux, a French official and an explorer, has just returned from Algiers, bringing with him photographs of giant gorillas, one of which was killed by his escort of native sharpshooters.

The animal is of great size, being 7ft. 6in. in height, while the width of the shoulders is 4ft.

One of its hands when cut off weighed 6lb., while the carcase turned the scale at 720lb., and the united efforts of eight native soldiers were necessary to drag it to the French Residency at Ouedzou, the administrative centre of Central Sangha, where M. Dupont, the Government Administrator, buried the animal and so preserved the skeleton.

During the last twelve months several travellers have reported the presence in the upper valleys of Imanai and Sangareah of these enormous gorillas, which have never previously been seen, while the Arabs state that several times the beasts have attacked caravans passing through the valleys.

These monster gorillas differ in many respects from all others, hitherto known. The ears are remarkably small, and the skin is almost bare on the chest and stomach, while the shoulders and thighs are covered with long, thick hair. M. Brusseaux believes that they belong to a new, or at any rate hitherto unknown, species.

The Superiority hopes to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT,
28, Caine Road.

Hongkong, 19th September, 1905.

[446]

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AMERICAN FIR, STUFF SCANTLING,
CAMPHOR WOOD, PLANK AND BOARD,
HARDWOODS, OREGON SPARS.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the Naval Store Officer, H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of materials during the twelve months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same.

The Tenders, which will be received till Noon on 28th instant, should be sealed and addressed to the Rear-Admiral, H.M. Naval Yard.

Hongkong, 23rd September, 1905.

[446]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF

THE letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency, the Governor, of one Lot of CROWN LAND south of Tai Hang Inland Lagoon, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

This vessel brings on board—

CHUSAN,

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on board—

From London, &c., or S.S. Britannia,

From Persian Gulf, ex U.S.N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4.30 P.M. TUE-DAY.

Goods must be cleared by the 28th instant at 1 P.M., or will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

TELEGRAMS.

[Reuters.]

The State of Russia.

PRISON STORMED.

London, 1st September.

A crowd in Riga has stormed the prison, killed and wounded five of the guards, and liberated two important political prisoners; the criminal prisoners were not liberated.

A revolt in the Orel prison was quelled by the troops, with one killed and five wounded.

Norway and Sweden.

Later.

A Swedish-Norwegian Parliament will meet on the 10th October to discuss the result of the Karlstad conference.

Obituary.

The death of Colonel Frank Rhodes announced at Cape Town, from black-water fever.

[Colonel Francis William Rhodes, C.B., was a son of the late Rev F. W. Rhodes, and eldest brother of the late Cecil Rhodes. He was born in 1851, and at the time of his death was the managing director of the African Trans-Continental Telegraph Co. He had served in the 1st Dragoons, had seen service in the Soudan, and at one time was secretary to the Governor of Bombay. He was also Governor of Mashonaland and Matebeleland, and during the campaign of 1900 was on active service in South Africa and was mentioned in despatches. He retired in 1903.—ED., H.K.T.]

American Insurance Companies.

An official investigation into the affairs of the leading American insurance companies, now proceeding in New York, has disclosed astonishing irregularities.

Large loan transactions have not been recorded in the proper books, and heavy advances have been made to party funds and persons for political purposes.

EVADING HARBOUR RULES.

JUNK MASTER FINED.

Before the Hon. Mr. Bigal Taylor, Marine Magistrate, Mr. M. McIvor, Inspector of Junks, charged Tsing Wing Kee, master of licensed junk No. 7 3 H, with unlawfully neglecting to report the arrival of his junk at the Harbour Master's office on the 2nd and 16th inst., contrary to sub-section 6, section 39 of Ordinance 10 of 1899.

Mr. McIvor said that on the 2nd inst., he was on board the defendant's junk, when the man in charge said the master had taken the license home with him, on account of the typhoon, and added that everything was in order. On the 16th inst., the same story was repeated, so he brought the man to the harbour Office and kept him there until the master came in with the license. The license and special permit were produced the same day. The permit expired on the 3rd April, and the master promised to renew the permit, but this had not been done.

Defendant said the junk was undergoing repairs from the 2nd to the 16th inst.

Mr. McIvor said that on both occasions the junk was loaded with stone. Defendants remarked that the junk had not been in use since the 30th April last. He came here on the 16th inst., and complainant told him to come to the Harbour Office after the typhoon was finished.

Mr. McIvor said he did not see the defendant on the 16th, so did not tell him anything. Defendant was fined \$30 or one month's imprisonment.

THE ALLEGED MURDER

AT KOWLOON.

This morning Inspector Langley again placed before Mr. G. N. Orme, Wong Hing, Liu Tam, Wong Hong, and Liu Sun, the coolies who are charged with the murder of Yau Kam, at Tsim Tsui Tsui on the afternoon of the 21st inst.

Dr. William Moor, Medical Officer, in charge of the Kowloon morgue, said he made a post-mortem examination of the body of a male Chinese, aged about 28 years. He found certain bruises on the body, and opening the abdomen found it full of blood. The spleen was enlarged to four times the usual size, and was ruptured. Death, in his opinion, was due to hemorrhage caused by a ruptured spleen. The rupture could be caused by a slight blow, and a fall might also cause it. The body was identified to witness by Chan Sun, another coolie, as the body of Yau Kam.

Mr. d'Almada e Castro, from the office of Messrs. Brautigam, Helt and Goldring, said that his office had but just been instructed to defend the second and third defendants, and he asked for a remand.

This was granted until Tuesday next at 2.15 p.m.

Mr. F. Paget Scott, of the same office, later appeared and asked that the case be set for Wednesday at 2.15 p.m. This was done. Bail was, of course, refused.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 23rd at 21.55 a. The barometer has risen quickly over the Philippines, and fallen slightly over China and Formosa.

The depression which appears to have crossed S. Luzon moving Westwards last evening, is probably situated this morning to the SW. of Luzon.

Fresh NE. winds may be expected in the Formos Chaochou, and strong NW. winds over the N. part of the China Sea.

Forecast.—Fresh to strong NE. breezes; fair, slightly.

The important observations from Gap Rock are not available, the cable being still interrupted.

"Telephonie" communication with the Peak signal station is also interrupted.

DOUGLAS SHIPMANSHIP CO., LTD.

ANNUAL MEETING.

SALE OF COMPANY SUGGESTED.

The twenty-second annual meeting of shareholders in the Douglas Steamship Co. Ltd., was held at the offices of the company at noon to-day, when there were present Mr. H. P. White (Chairman), Mr. R. Shewan, Hon. Mr. C. W. Dickson and Mr. A. G. Wood (consulting committee), Messrs. W. Partane, J. E. Bingham, J. A. Tarrant, T. F. Hough, W. H. Potts, E. W. Mitchell, J. R. Michael, S. H. Michael, J. S. Perry, M. H. Michael, C. D. Wilkinson, J. A. Jupp, McIntosh, Chun Sue and others.

The notice convening the meeting having been read by the Secretary (Mr. W. Parfitt).

The Chairman said—Gentlemen, the report and accounts having been in your hands some days, I will with your permission take them as read. The result of the year's actual working, while showing an improvement on the previous year, is not so good as we had hoped for, but at the same time it should be pointed out that the profits on the working of the steamers are almost entirely derived from the regular coast trade of the company, there having been no government or special charters during the period under review. Reference has been made in the report, to the sale of the *Thales* and *Hailong*. Both these steamers were too small for our present trade, and at their running expenses were but little less than those of a steamer of almost double capacity, they had to be remunerative for some time past. The question of a new steamer of larger capacity to replace those sold, has been temporarily shelved, but will be brought forward when the outlook for shipping in the East is more propitious. Competition with the subsidized Japanese line still continues, but at the present time the remaining steamers of the Douglas Company are earning fair freights. We were fortunate in having funds available at a time when money was in good demand, and you will learn from the accounts that the company has now a considerable sum out on mortgage, which bears an average rate of interest of nearly 8% per annum. The income under this heading will show a considerable increase in the next year's accounts, and we are hopeful that at the next general meeting we shall be able to show a better result on the year's working generally. In the circumstances the general managers and consulting committee, after due consideration, have decided to declare a dividend of 7% which virtually absorbs the whole of the actual profit on the year's working, to carry \$79,618.79 to credit of the reserve fund, and to write off 8% from the value of the company's properties (less the amount of the reserve fund). You will doubtless bear in mind that there was little or nothing written off last year. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that the shareholders may wish to put.

Mr. Perry.—I am passing remarks, Mr. Chairman, on the accounts.

The Chairman.—Well, keep to the accounts. Further than the report and accounts you cannot go.

Mr. Hough.—But we should not have anything inflicted upon us about which we know nothing. He should have given notice.

Mr. Perry.—I am passing remarks on the report and accounts. I have nearly finished; I have only a line more, and that is all.

The Chairman.—Go on.

Mr. Perry.—I was just going to say that I should be ruled out of order were I to bring forward a motion to the effect at the present meeting; but I offer it as a suggestion, meriting prompt consideration, that an extraordinary meeting be called for discussing a question of vital importance such as my proposal involves, and give the shareholders a chance to express their views on the matter. Before sitting down I may point out that holding as I do a large number of shares, I feel I have some justification in giving public utterance to some of my views.

The Chairman.—I am very pleased to have heard what you said, Mr. Perry, but you are wrong on some points. You say we have no opposition. We have had a very strenuous opposition the whole time with the chartered steamer—an equal opposition to the Japanese-owned steamers, who cut rates and take cargoes so that they are an equal opposition against us. We have the same number of steamers against us the whole time.

Mr. Perry.—They charter foreign-owned steamers and have to pay for them.

The Chairman.—It does not matter what they are; they are losing money.

Mr. Perry.—You are also losing money. What profit did you make Mr. Chairman?

The Chairman.—We are not losing money.

Mr. Perry.—What profit did you make?

The Chairman.—We made some profit. All our dividends, you say, are paid out of profits of steamers; they are not paid out of the actual earnings every time. You get the interest on mortgage; that is part of capital. We can always get that.

Mr. Perry.—I know we can, but I want to know what profit you made out of the earnings of the steamers.

The Chairman.—\$50,000.

The Chairman.—Apart from that we have got rid of two steamers, the *Thales* and *Hailong*, which were certainly not paying steamers. We have now three steamers which are earning fair returns; I think, and I believe, as I said in my report that, at the next meeting, we shall be able to show a better result.

Mr. Perry.—I am afraid, Mr. Chairman, that that is a question.

The Chairman.—I don't know.

Mr. J. R. Michael.—Mr. Chairman, is there any chance of improving our position by coming to terms with the Japanese?

The Chairman.—Mr. Michael, I am tired of it. I have tried and tried again and again. There is no prospect at all. You know the Japanese. They say they will communicate with Tokio, but they never do, and you hear nothing more. There is no prospect at all. I have been in communication with them time after time.

There being no further question the Chairman moved the adoption of the report and accounts.

Mr. C. D. Wilkinson seconded.

The motion was put to the meeting and carried.

CONSULTING COMMITTEE.

Mr. Jupp proposed that the Hon. Mr. C. W. Dickson, the Hon. Mr. R. Shewan, Mr. C. H. Thomson and Mr. A. G. Wood be re-elected to the consulting committee.

Mr. Mitchell seconded, and the proposition was agreed to.

AUDITORS.

Mr. Perry proposed that Messrs. W. H. Potts and A. R. Lowe be re-elected auditors.

Mr. Hough seconded, and the motion was carried.

The Chairman.—That concludes the business, gentlemen. I thank you for your attendance.

I hope that at the next meeting I shall be able to give you a better report.

The dividend warrants will be ready on Monday.

The proceedings were terminated.

dividends on the assets of the company. I may remark in passing that should the company make it a rule of writing off eight per cent. from the steamers' value it would be found that the amount accrued from steamers' working pure and simple will not suffice to provide the wherewithal for this prudent and advisable policy. At present the assets of the company in cash and steamers, etc. amount to about \$1,400,000 and yet the shares are quoted at half the value, viz., 20,000 shares at \$35 per share, equal to \$700,000. Why this disparity, is an oft enough heard question. It is simply because the company has proved itself, for a number of years past, incapable of earning dividends commensurate with the capital at its disposal. The prospect is anything but promising, and it requires no power of prescience to foretell that the position of the company will not only retrograde but there is every likelihood that the rate of retrogression will be such as to foreshadow its extinguishment much sooner than it should be pleasant to contemplate. Isn't it about time, with the experience of recent years, that the general managers in conjunction with the consulting committee should devise some means of turning the valuable assets of the company to better ends? I hear there is a syndicate who will be willing to offer \$30 per share, and buy up the company. Will the general managers consider such a proposal, or will they endeavour to suggest any other scheme to promote the interest of the shareholders?

Mr. Hough.—I rise to a point of order, Mr. Chairman.

Mr. Perry.—I am referring to the report and accounts.

Mr. Hough.—We are called here to pass the report and accounts.

Mr. Perry.—Excuse me, I am making remarks on the accounts as published.

Mr. Hough.—I think Mr. Perry has got very wide of the mark. We are having a screed inflicted upon us.

Mr. Perry.—I am passing remarks, Mr. Chairman, on the accounts.

The Chairman.—Well, keep to the accounts. Further than the report and accounts you cannot go.

Mr. Hough.—But we should not have anything inflicted upon us about which we know nothing. He should have given notice.

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Mr. Perry.—I was just going to say that I should be ruled out of order were I to bring forward a motion to the effect at the present meeting; but I offer it as a suggestion, meriting prompt consideration, that an extraordinary meeting be called for discussing a question of vital importance such as my proposal involves, and give the shareholders a chance to express their views on the matter.

Before sitting down I may point out that holding as I do a large number of shares, I feel I have some justification in giving public utterance to some of my views.

The Chairman.—China Sugars have been sold and there are further sellers at \$230. Luzons are offering at \$17.

Minings.—Chinese Enginings have jumped to Tls. \$84 and can be placed at the rate. Rubbers are up to \$1. Orientals are quoted at G. \$17; the London quotation has fallen to £3 12s. 6d.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are without business at \$103. Farnhams have been booked at Tls. 141, Tls. 142 and Tls. 143 and close with inquiries at Tls. 144; Kowloon Wharves have advanced to \$1031 and with first orders, shares can probably be placed at \$104. Hongkew Wharves are inquired for at Tls. 185.

Refineries.—China Sugars have been sold and there are further sellers at \$230. Luzons are offering at \$17.

Mining.—Chinese Enginings have jumped to Tls. \$84 and can be placed at the rate. Rubbers are up to \$1. Orientals are quoted at G. \$17; the London quotation has fallen to £3 12s. 6d.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of October, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENT to be fixed by the Surveyor of His Majesty, the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.

Registry No.

Locality.

Boundary Measurements.

S.E. S.W. E. N. W.

ft. ft. ft. ft.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.**OUTWARD.**

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	19th September.
GLASGOW and LIVERPOOL	"CHINGWO"	2nd October.
GLASGOW and LIVERPOOL	"KINTUCK"	10th
GLASGOW and LIVERPOOL	"CALCHAS"	17th
GLASGOW and LIVERPOOL	"DEUCALION"	24th
GLASGOW and LIVERPOOL	"MENELAUS"	31st
GLASGOW and LIVERPOOL	"PINGSUEY"	31st
GLASGOW and LIVERPOOL	"HECTOR"	6th November.
GLASGOW and LIVERPOOL	"GLAUCUS"	14th

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANWERP	"ANTENOR"	25th September.
LONDON, AMSTERDAM & ANWERP	"ALCINOUS"	7th October.
*GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th
LONDON, AMSTERDAM & ANWERP	"DIOME"	26th
LONDON, AMSTERDAM & ANWERP	"MACHAON"	7th November.
*GENOA, MARSEILLES & L'POOL	"CHINGWO"	20th
LONDON, AMSTERDAM & ANWERP	"KINTUCK"	21st

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>etc.</i>	"TYDEUS"	1st October.
NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	1st November.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	24th October.
	"MACHAON"	3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd September, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOOCHOW"	23rd September.
YOKOHAMA and KOBE	"CHINGTU"	23rd "
MANILA, ZAMBORANGA, PORT DAR-	"CHANGSHA"	25th "
WIN, THURSDAY ISLAND, COOK-	"TAMING"	26th "
TOWN, CAIRNS, TOWNSVILLE, BRIS-	"CHILI"	27th "
BANE, SYDNEY and MELBOURNE		
MANILA		
SWATOW, CHEFOO and TIENSIN		

* Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd September, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA	SATURDAY, 30th Sept., at Noon.
ZAFIRO	2540	R. Rodger		SATURDAY, 7th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd September, 1905.

HONGKONG NEW YORK.**AMERICAN ASIATIC
STEAMSHIP CO.****FOR NEW YORK via PORTS AND SUEZ CANAL.**

(With Liberty to Call at the Malabar Coast). About

"ALSTON" 20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 18th September, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

I HAS always on-hand all varieties of
Stationery, Printing and Note Papers,
Copier's Presses, also Automatic Cyclotiles
and Micros Duplicators.

Hongkong, 2nd February, 1905.

COAL MERCHANTS AND STEVEDORES,
45 Des Voeux Road.

SHIPS loaded from alongside at the shortest
notice and with all possible despatch.

Prices Moderate. Telegrams No. 190.

Hongkong, 2nd February, 1905.

Shipping—Steamers.**HONGKONG-MACAO LINE.**

S.S. "WING CHAI".

Captain T. AUSTIN, R.M.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for

Canton every MONDAY, WEDNESDAY and

FRIDAY EVENING, at 9:30 P.M.,

returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she will make an EXCUR-

SION TRIP to MACAO, leaving Hongkong

at 5:30 A.M., and returning from Macao about

7:30 P.M.

The "YING KING" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and

is lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First Class single journey to Canton \$1.00

Second " " " 1.50

First class single journey to Macao 1.00

with Cabin 2.00

return " " with Cabin 3.00

Second " " " 80 Cents.

Third " " " 30 " "

single " " " 50 "

return " " " 50 "

Breakfast, Tiffin or Dinner \$1 each only.

Wines and Spirits of the best brands are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the

S.S. "Paravane,"

For further information, apply to the Office of

YUK ON S. S. CO., LTD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & CO., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905. [523]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ... 1,309 T. R. MEAD.

"KWONG TUNG" ... 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These fine new steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S. S. CO., LTD.,

No. 8, Queen's Road West, Hongkong, 23rd August, 1905. [523]

REGULAR STEAMSHIP SERVICE**TO NEW YORK,**

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"SATSUMA" 3rd October, 1905.

"SIKH"

SIR HENRY BLAKE.

It is with mingled feelings that we say goodbye even for a short time to Sir Henry Blake, our Governor, who leaves us to-night for a short while owing to a domestic bereavement, in which Sir Henry has the heartfelt sympathy of all classes of the community in this Island. It is hardly necessary to review, in detail, the administration of Sir Henry Blake, which is merely suffering an interruption from a private cause. Sir Henry Blake came from Hongkong to Ceylon, arriving in this Colony on 3rd Dec. 1903. If there was any prejudice associated with his name that prejudice has long ago been dismissed as a calumny coined by a few Europeans of peculiar temperament, whose genius unfortunately is not confined to any one of His Majesty's Colonies. Sir Henry Blake came with a distinguished record as a colonial Administrator. According to the *Times* of Ceylon Sir Henry was a pronounced progressive. Whatever was vouch'd in a Governor in 1903 became magnified into one of the greatest virtues in 1904 and 1905. The *Times* of Ceylon has since repented its sycophancy and ashes and the natives who were libelled have responded by heaping coals of fire on the head of their detractor. To-day, we hear very little about the racial tendencies of our rulers. The game was found not to pay and all we can wish is that the same enlightenment would spread to Hongkong. Sir Henry Blake early impressed the communities of this Island with his character, his straightforwardness and his truthfulness. The role he was called upon to fill was both difficult and delicate. Following so brilliant and versatile a Governor as Sir West Ridgeway was no easy matter. Thought often crippled for resources, and openly criticised as being more ornamental than useful and though it was openly stated that his hands were tied by Downing Street not a word of complaint escaped the lips of Sir Henry Blake. Reformers were disappointed, and reforms postponed while Sir Henry quietly applied himself to making an independent study of the Colony's resources and chief wants. During the time H. E. has been in Ceylon he has travelled much, in fact more than any of his predecessors, for his administration has synchronised with the advent of the motor car, rendering it possible for the Governor to travel to places previously regarded as inaccessible. For one thing Sir Henry Blake cannot be too highly praised. His speeches and addresses have always been characterised by transparent sincerity and straightforwardness. He has never raised expectations one day and falsified them the next. Anything, His Excellency has been a trifid over candid and has either elevated into a virtue the necessity of so frequently disappointing his audience. In comparing Sir West Ridgeway with Sir Henry Blake, while we missed the bluntness, the telling phrases, the rounded periods of one of the more accomplished speakers in the Empire there was something which went a long way towards compensating us for what we had lost—there was the ring of sincerity, the blank refusal seasoned and rendered palatable by the salt of Irish humour. Sir Henry Blake has never spared himself in his honest endeavours to get at the truth of the many complex and intricate problems which present themselves daily for the Governor's solution. The Governor has also proved too experienced an administrator to be satisfied altogether and on all occasions with the explanations of officials. Sir Henry Blake has preferred in some things to make inquiries himself. It is well-known that he entertains views on the headman question which are at direct variance with those held by some of his most experienced advisers. Those views are not thrust forward but occasion frequently crops up showing that H. E. is right and his advisers wrong. Sir Henry Blake's greatest achievement so far has been the widespread attention and the influential support which he has secured for the subject of Agricultural reform, than which no more important question could occupy public attention. The establishment of the Agricultural Society, with its ramifications extending to the farthest confines of Ceylon, was a great achievement, but a greater achievement in the manner in which the earlier interest and enthusiasm have been maintained, and we shall not be far wrong in attributing this to the magnetic personality of Sir Henry Blake. The reform of the Police Force is another task of considerable magnitude from which H. E. has not shrank. It is too early yet to speak of the results of the scheme which under Mr. C. Longden is only just being put into force, but these two matters alone prove that H. E. the Governor has had the strength to break out into new channels; and that the dominant motive animating H. E. is to secure lasting benefits to the masses of the people of this country. H. E.'s singleness of purpose, his intense conscientiousness and devotion to duty are fully recognised and are repaid in the fullest measure by the gratitude of all classes of the community. We wish H. E. Sir Henry Blake bon voyage and a safe and speedy return to the Colony he has ruled so wisely and well.—*Ceylon Independent.*

JAPAN'S FINANCIAL POSITION.

A PROBLEM FOR THE GOVERNMENT.

A veritable contemporary, observing that the indemnity was the very essence of the peace terms proposed by Japan, says the loss of this will involve the Government in great financial difficulties. The total amount of bonds issued in connection with the war has reached 1,300 million yen, of which 260 million yen represent domestic bonds and 820 million yen foreign bonds. As long as these bonds stand unredeemed the Government will have to pay annual interest amounting to about £600,000,000. The national debt of Japan stood at Y150,473,500 at the end of 1902, the interest due thereon amounting to Y57,551,204 annually, but when the recently incurred debt is added, represented by the new bond issues, the total national debt will amount to about £140 million yen in round figures, and the interest due thereon will reach annually to about Y63,700,000 representing almost one-half of the entire national revenue before the indemnity is made for the redemption of the old debt, but there is yet no arrangement for the payment of the new bonds, which are to be issued in connection with the

war, which amount to 180 million yen, must be redeemed in seven years from the date, which is now by no means practicable, so that the Government will have to issue other domestic or foreign bonds to replace the existing issues. Of these 200 million yen bear the high interest of 6 per cent, and these bonds must be redeemed soon. Under the circumstances, it will be found necessary to issue bonds year after year for the Government to pay it way.

Of the foreign bonds, continues the Japanese paper, some 600 million yen bears the comparatively low interest of 4 per cent. These are redeemable in 20 years, but there are others for 220 million yen redeemable in six years and these bear interest at 6 per cent. What is astonishing in regard to the foreign bonds, concludes the journal, is the enormous amount of interest thereon, totalling 40 million yen annually.—*Japan Chronicle.*

Shipping.**Arrivals.**

Perla, Aus. ss., 1,805, P. Craigie, 22nd Sept.—Kobe via Shanghai 13th Sept., Gen.—S. W. & Co.
Changsha, Br. ss., 1,163, T. Moore, 22nd Sept.—Kobe 16th Sept., Gen.—B. & S.
Radnorshire, Br. ss., 1,859, J. M. P. Haffner, 2nd Sept.—Moi 17th Sept., Coal.—S. T. & Co.
Amiral Jaureguiberry, Fr. ss., 6,000, Benard, 22nd Sept.—Anvers and Saigon 16th Sept., Gen.—M. M.
Toonan, th. ss., 940, Boyd, 2nd Sept.—Canton 22nd Sept., Gen.—Chinese.
Carl Menzel, Ger. ss., 384, G. Conrand, 23rd Sept.—Moi 18th Sept., Coal.—E. A. T. Co.
Hatching, Br. ss., 1,267, A. E. Hopkins, 23rd Sept.—Foochow via Amoy and Swatow 22nd Sept., Gen.—D. L. & Co.
Haveney, Br. ss., 3,922, R. Krabbé, 3rd Sept.—Singapore 7th Sept., Gen.—L. & Co.
Scandia, Ger. ss., 5,106, von Döhren, 23rd Sept.—Foochow 21st Sept., Gen.—H. A. L. Proctor, Nor. ss., 838, K. Larsen, 23rd Sept.—Haiphong 17th Sept., Gen.—Asgard Thorson & Co.

Clearances at the Harbour Office.

Elizabeth Rickmers, for Swatow.
Kutung, for Kuching-nu.
Zehra, for Manila.
Tibpan, for Shanghai.
Jasjin Maru, for Swatow.
Jacob Diederichsen, for Hoitow.
Schleswag, for Tsin-tzu.
Loonsang, for Manila.
Talha, for Pakhoi.
Minnisa, forhang.
Tholma, for Kobe.
Hongkong, for Swatow.
Kafeng, for Amoy.
Progress, for Semaraya.
Brennus, for Nagasaki.

Departures.

Sept. 23.
Sintora, for Europe.
Austro, for Swatow.
Chihli, for Canton.
Floribeth Rickmers, t-r Bangkok.
Minnisa, for Seattle.
Longman, for Manila.
Talha, for Pakhoi.
Afonso, for Holland.
Triumph, for Swatow.
Clara Fisher, for Chao-fao.
Lucia Vittoria, for Kwang-chow-wan.
Jacob Diederichsen, for Hoitow.
Amiral Jaureguiberry, for Changhai.

Passengers arrived.

Per Persia, from Kobe: —Rev. E. Seboeck, Rev. Alvy Istol, and Marin.
Per Hatching, from Coast Ports: —Mr. and Mrs. W. H. Hayes, Messrs. J. Wallace, Gray Donald, Logara, and 18 Chinese.
Passenger departed.

Per Simba, from Kobe: —Rev. E. Seboeck, Rev. Alvy Istol, and Marin.
Per Hatching, from Coast Ports: —Mr. and Mrs. W. H. Hayes, Messrs. J. Wallace, Gray Donald, Logara, and 18 Chinese.

Passengers arrived.

Per Simba, from Kobe: —Rev. E. Seboeck, Rev. Alvy Istol, and Marin.
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Passenger departed.

Per Simba, from Kobe: —Rev. E. Seboeck, Rev. Alvy Istol, and Marin.
Per Hatching, from Coast Ports: —Mr. and Mrs. W. H. Hayes, Messrs. J. Wallace, Gray Donald, Logara, and 18 Chinese.

Shipping Report.

St. Taming from Foochow: —Strong NE. wind and high sea, fine clear weather.

St. Taming from Manila: —Moderate to light variable winds, and rough confused sea.

Vessels in Port.

STEAMERS.

Anghin, Ger. ss., 1,001, D. Reimers, 18th Sept.—Ba-gkok 9th Sept., Rice & Wood.—B. & S.
Ayudha, Ger. ss., 5,444, G. Schmidt, 19th Sept.—Moi 13th Sept., Ballast.—H. A. L. Bouton, Fr. ss., 9,719, Ch. Sisco, 7th Sept.—Saigon 3rd Sept., Gen.—Wa Fa.
Chingtu, Br. ss., 2,260, J. McI. Howie, 24th Sept.—Sydney via Poole 26th Aug., gen.—B. & S.
Chowla, Ger. ss., 1,015, F. Priesen, 16th Sept.—Bangkok 9th Sept., Rice & Gen.—B. & S.
Clavinger, Br. ss., 1,252, D. Barton, 6th Sept.—Salina Cruz 1st Aust., Ballast.—C. C. S. Co.
Daiji Maru, Jap. ss., 900, H. Ohta, 22nd Sept.—Tamsui via Amoy and Swatow 17th Sept., Gen.—O. S. K.
Fooshing, Br. ss., 1,115, T. Arthur, 22nd Sept.—Java 12th Sept., Sugar.—J. M. & Co.
Huanggang, Br. ss., 1,350, Wilde, 21st Sept.—Canton 21st Sept., Gen.—J. M. & Co.
Katanga, Br. ss., 2,160, Jas. McBride, 19th Sept.—Kuching-nu 12th Sept., Coal.—M. K.
Taming, Br. ss., 1,305, W. H. Copp, 21st Sept.—Ostend 21st Aug., Gen.—G. L. & Co.
Keong Wei, Ger. ss., 1,115, Kohler, 16th Sept.—Swatow 15th Sept., Rice.—B. & S.
Nam Sang, Br. ss., 2,501, Geo. Payne, 21st Sept.—Calcutta 5th Sept., via Penang and Singapore 14th Sept., Gen.—J. M. & Co.
Nicomede, Ger. ss., 4,372, P. Wagmann, 17th Sept.—Portland, Or. 17th August, Gen.—P. A. S. Co.
Palaucoita, Br. ss., 6,107, T. P. Babb, 22nd Sept.—Rangoon via Penang and Singapore 5th Sept., Gen.—W. M. & Co.
Siberia, Am. ss., 1,053, J. T. Smith, 13th Sept.—San Francisco and Port 16th Aug., San Francisco and Gen.—P. M. S. S. Co.
Taming, Br. ss., 1,310, Ostendorp, 22nd Sept.—Maqua 19th Sept., Gen.—B. & S.
Telmachus, Br. ss., 1,160, J. Williamson, 20th Sept.—Algiers 13th Sept., Gen.—M. & Co.
Tilpana, Dut. ss., 2,444, J. Zwart, 17th Sept.—Makassar 10th Sept., Gen.—C. J. C.
Yochow, Br. ss., 1,001, J. Brown, 11th Sept.—Canton 21st Sept., Gen.—B. & S.

■■■■■ Mail for Canton: Namshui, Wuchow and Macao will be closed by week days at 7.30 every morning, on Sat. Sunday, the mail for Canton at 9 a.m.

Mail for Nantou, Banbu, Kongmoo, Kinmen, Fanchou, Wuchow and Canton will open at 9 a.m. On Sundays the mails will be closed at 9 a.m.

Steamers Expected.

Faithful, From Agents Line.

Bonanza, From Agents Line.

Chingtu, From Agents Line.

Emperor, From Agents Line.

Empress, From Agents Line.

Mails.
MESSAGERIES MARITIMES
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
 SINGAPORE, BATAVIA,
 COLOMBO, ADEN, EGYPT,
 MARSEILLES, LON-
 DON, HAVRE, BORDEAUX,
 MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc will be despatched for
 MARSEILLES on TUESDAY, the 3rd
 October, at 1 P.M.

Passage tickets and through Bills of Lading
 issued for above ports.

Cargo also booked for principal places in
 Europe.

Next sailings will be as follows—

S.S. CALEDONIEN.....17th October.

S.S. OCEANIEN.....31st October.

S.S. SALAZIE.....14th November.

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th September, 1905.

[7]



THE PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

STEAM FOR
 STRAITS, CEYLON, AUSTRALIA, INDIA,
 ADEN, EGYPT, MEDITERRANEAN
 PORTS, PLYMOUTH AND
 LONDON.

Through Bills of Lading issued for BATAVIA,
 PERSIAN GULF, CONTINENTAL, AMERI-
 CAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "NUBIA."

Captain F. J. Fox, carrying His Majesty's
 Mails, will be despatched from this for
 MARSEILLES and LONDON DIRECT, via
 COLOMBO, on SATURDAY, the 7th October,
 at Noon, taking Passengers and Cargo for the
 above Ports.

Parcels will be received at this Office until
 4 P.M. the day before sailing. The Contents and
 Value of all Packages are required.

For further Particulars, apply to
 L. S. LEWIS,
 Acting Superintendent.

Hongkong, 23rd September, 1905.

[2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
 NORTHERN PACIFIC RAILWAY
 COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C., AND TACOMA,
 VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut... 9,606 E. V. Roberts 14th Oct.
 Hyades... 3,753 Geo. Wright 11th Nov.
 Tremont... 9,606 T. W. Garlick 24th Nov.
 Lyra... 4,417 G. V. Williams 9th Dec.
 Pleiades... 3,753 F.G. Purington 29th Dec.
 * Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
 are fitted with very superior accommodation
 for first and second class passengers. The
 large size of these vessels ensures steadiness
 at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
 carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
 General Agents.

Queen's Buildings,

Hongkong, 21st September, 1905.

[8]

To Let.

**SHOP TO LET
 IN
 QUEEN'S ROAD CENTRAL.**

HALF THE PREMISES at present, occu-
 pied by the ROBINSON PLANO CO.,
 possession November 1st.

For Particulars, apply to—

W. BREWER & Co.

Hongkong, 23rd September, 1905. [921]

TO LET.

SHOP in HONGKONG HOTEL (at pre-
 sent used as a Bar) at the corner of Pedder
 Street and Des Voeux Road. Splendid position.

ALSO

SHOP No. 23, QUEEN'S ROAD CENTRAL,
 now in the occupation of Messrs. W. BREWER
 & Co.

Apply to—

SECRETARY,

Hongkong Hotel,

Hongkong, 21st September, 1905. [949]

TO LET.

N.O. 15, KNOTSFORD TERRACE,
 KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LTD.

Hongkong, 5th September, 1905. [900]

TO LET.

A BUILDING at CAUSEWAY BAY, at
 present in occupation of the Steam
 Laundry Co. Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
 Polo Ground.

OFFICES in course of erection, CON-
 NAUGHT ROAD, (near BLAKE PIER),
 GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LTD.

Hongkong, 19th August, 1905. [169]

TO LET.

N.O. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LTD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
 Town.

Apply to—

THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

No. 15, PRAYA GRANDE, MACAO.

BEAUTIFULLY situated. Six Fine Large
 Rooms also Bath Rooms and Fine
 Verandah. Spacious Gardens attached.

Apply to—

A. A. DA ROZA,

20, Connaught Road.

Hongkong, 15th September, 1905. [934]

TO LET.

SEMI-DETACHED VILLAS, Two, in
 Garden Road, near the Ferry, with Fine
 Bright andairy Rooms. GAS and ELECTRIC
 BELLS laid on. Commanding fine view of the
 Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

For Sale.

FOR SALE.

**INCANDESCENT
 GASOLINE**

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

**INCANDESCENT
 MANTLES,**

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.

50, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

AND

KODAKS, FILMS,

ACCESSORIES



Telephone 210.

AMATEUR WORK RECEIVED PROMPT and CAREFUL ATTENTION.
 Handicrafts 100 May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN ON CAPITAL QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000	\$1,702,728	\$1 15. @ exchange 1/10 = \$18.66.67	11.2%	\$100 sellers London 100
National Bank of China, Limited	99,025	\$7	\$5	\$200,000	\$41,768	\$2 (London 1/6) for 1903	...	\$18 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$8,739	\$150,494	\$17 for 1903	5-2%	\$335
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$500,000 \$151,992 \$62,568 \$37,445	Nil	\$41 for year ended 30.4.1904	58 %	\$778 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,028,997	\$35 for 1903	41 %	\$85 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$486,284	\$12 and \$3 special dividend for 1		